3M BRAND MICROFILM

START OF ROLL

ROLL NO.

212

CONSTRUCTION CONTRACTS

9002-

OREGON DEPARTMENT OF TRANSPORTATION

1979 Siuslaw R.-Walton Sec. 9002
of the Florence-Eugene Hwy.
(Pav. & grardrail)

1002

September 28, 1981

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9002

Gentlemen:

On August 7, 1981, we wrote to you concerning release of final payment on Contract No. 9002 awarded to Morse Bros. Contractors, Inc. for work on the Siuslaw River-Walton Section of the Florence-Eugene Highway in Lane County.

The total contract amount is $716,373.01 including $2,902.06 for work performed under force account.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

cc: Morse Bros. Contractors, Inc.
E. Grant
Lebanon, OR 97355

bc: C. T. Lemay
Walt Hart
A. Shirley

8-6-81

#9002

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981

C. T. Keasey
Asst. State Highway Engineer

9002 9-15-80

NARRATIVE REPORT

SIUSLAW RIVER-WALTON SECTION
FLORENCE-EUGENE HIGHWAY
CONTRACT 9002

INTRODUCTION AND DESCRIPTION OF PROJECT

This project is for the pavement overlay and guardrail revisions to the subject section. The original contract was awarded to Morse Brothers Contractors, Inc., in the approximate amount of $836,000. At the request of the Construction Office, the overlay was reduced by approximately 5,500 tons of A.C. mix. This, coupled with other miscellaneous quantity reductions effected a cost reduction of approximately $100,000.

EARTHWORK

There was minor grading work for the construction of guardrail flares. This was done on a force account basis as an anticipated item. No difficulties were encountered.

BASES

1"-0 base rock was specified and used for guardrail flares, road approaches and filling in the pavement edges on the shoulders.

The bid quantity was 4,900 tons and we used 6,300 tons, but should have used approximately 10,000 tons.

We did not put aggregate shoulder material behind guardrail sections. The problem is that the section used for estimating shoulder aggregate quantities was in error.

PAVEMENTS

Asphalt paving originally required 31,000 tons ±, this was reduced to 25,383 tons at the request of the Salem office to save money. The tonnage was saved by underruning the leveling asphalt mix and reducing the top wearing course as much as practical.

REFERRED TO DLM

Beard ✓ Stoudenmeyer
Cole Mann
Erikson Watson
Hagar Dorn Lau
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER
Prepare ltr w/ acknowledgement -

1 Versteeg ✓
Anderson
2 Christensen
Olson
DM Sullivan copy
Terpin
Trout
Wakerlin

RECEIVED
SEP 15 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

A.C. compaction was a problem on this project, but new cores taken approximately a month after completion of paving indicated that compaction had risen considerably and did meet specification.

About 30% of the A.C. mix was out of specification resulting in a penalty calculation of over $9,000. Though not able to fully pinpoint the problems, several factors were a part. The main factor was the timeliness of getting field test results to the contractor so he could make adjustments in the plant settings.

At the time of this report, a final determination on the penalty has not been made by the Construction Office.

The ride and texture of the pavement has improved as traffic has worked on the pavement since laydown.

NOTED
E. S. HUNTER

INCIDENTALS

The remainder of the project was adjusting existing guardrail and installation of new guardrail and delineators. This was all very routine except for the slowness of the subcontractor in completing the work. His slowness was caused by the fact the he had too many projects around the state and not enough supervisors to manage them.

TRAFFIC CONTROL

The traffic control involved the use of work area signing with flagmen and pilot cars.

The plan was very good. The prime contractor performed his traffic control in a very good manner. The guardrail contractor performed well when the project inspector prodded him along, otherwise his sign maintenance and flagging became very lax.

DISCUSSION OF CONSTRUCTION PROBLEMS

Other than the aforementioned paving and inadequate shoulder material problems, there were no construction problems.

RECEIVED
TECHNICAL SERVICES
SEP 16'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DISCUSSION OF INNOVATIVE CONSTRUCTION PRACTICES

The contractor began using a pickup machine for paving. His trucks were "belly dumps", "flowboys" and "pup-trailers".

In order to lay a windrow with the "pup-trailers", he built a funnel shaped apron for the "pup-trailers". This worked very well in making a windrow. Ultimately, the pickup machine broke down and the contractor went back to dumping directly into the hopper of the paving machine.

RECOMMENDED SPECIFICATIONS OR PLAN CHANGES

The shoulder aggregate section for overlays should be improved to correctly reflect the actual needed material.

SUMMARY AND CONCLUSIONS

The project truned out fairly well considering the inexperience of this particular Morse Brothers paving crew working on State projects, the slowness of completing guardrail work and the inexperience of the engineering crew on the project.

David L. Jones,
Resident Engineer

14V-283
Henry

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Siuslaw River-Walton
HIGHWAY: Florence-Eugene
COUNTY: Lane

CONTRACT: 9002
PREFIX: 20-1159
FAP NO.: State

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
	SUMMARY				
	Bid Items	$	736,699.00	623,575.68	-15
	Anticipated Items	$	63,550.00	99,650.86	+57
	Contingencies	$	36,011.21	0	-100
	Engineering	$	72,022.41	70,750.00	-2
	TOTAL	$	908,282.62	793,976.54	-13

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI 1	Furnish Field Lab	Each	1	0	-100

Used State provided lab building.

BI 4	Temporary Signs	Sq.Ft.	283	413	+46

Additional signs required to adequately sign paving and guardrail work which were both in progress at the same time.

BI 5	Temporary Barricades	Each	2	0	-100

Contractors traffic control operation did not require barricades.

BI 7	Pilot Car	Hour	300	225	-25

Pilot car only required during paving and shoulder rock operations.

BI 9	Aggregate Shoulders	Ton	4,900	6,310.43	+29

Underestimated quantity, should have been even more but no aggregate shoulder material was placed behind guardrail.

BI 10	Class 'B' A.C.	Ton	24,600	20,791.48	-15

Quantity reduced at the request of the Construction Office.

BI 11	Class 'B' A.C. in Leveling	Ton	6,200	4,601.46	-26

Quantity reduced the the request of the Construction Office.

Siuslaw River-Walton
Statement of Overruns and Underruns
Page 2

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
BI 12	Asphalt Cement in Mix	Ton	2,000	1,499.95	-25
Underrun reflects reduced quantity of mix.					
BI 13	Asphalt in Tack	Ton	36	22.72	-37
Underrun reflects reduced quantity of mix.					
BI 14	Guardrail, Type 2A	Lin.Ft.	6,020	5,549.5	-8
All required.					
BI 16	Guardrail Anchors, Type 1	Each	38	34	-11
All required.					
BI 17	Extra for GR Bridge Conn.	Each	28	26	-7
All required.					
BI 20	Adjust Guardrail	Lin.Ft.	9,160	8,345	-9
All required.					
BI 21	Extra for A.C. Approaches	Each	38	42	+11
Newly constructed approaches after location.					
BI 22	Delineators	Each	370	306	-17
Quantity reduced to save money.					
EWO 1	Temporary Striping	$	1,000	823.79	-18
All required.					
EWO 3	Furnish Mail Box Posts	$	250	0	-100
None required.					
EWO 4	State Resposibility for Damages	$	5,000	0	-100
None required.					

9002

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Siuslaw River - Walton		WEEK ENDING: September 6, 1980
		SECTION PREFIX: 20-1159
HIGHWAY: Florence - Eugene		COUNTY: Lane
NAME OF JOB: Siuslaw River - Walton	KIND OF WORK: Paving and Guardrail	
CONTRACTOR: Morse Bros. Contractors, Inc.	CONTRACT NUMBER: 9002	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 31, 1979	DATE WORK STARTED: March 25, 1980	ESTIMATED COMPLETION DATE: August 17, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 280	CALENDAR DAYS USED: 280
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 908,262.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 836,260.21	ENGINEERING AUTHORIZATION $ 72,022.41	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 723,226.54	ENGINEERING COST TO DATE $ 70,800.00 (adjusted)	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 14 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: August 17, 1980

Semifinal to be submitted 9-8-80.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
		100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.05
MILES PARTIALLY COMPLETED					
MILES COMPLETED					6.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)					30,800 ton
TOTAL QUANTITIES CORRECTED TO DATE					25,383 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					25,383 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnsen Gebauer
Glenn Church

RECEIVED
SEP 8 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal complete.

Final report.

SIGNED David L. Jones, Res. Engr. LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

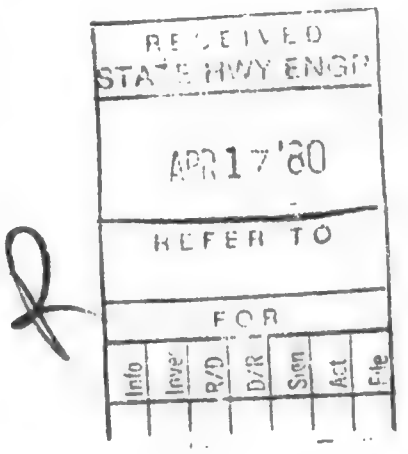
NOTED
H. S. COULTER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
MAINTENANCE BRANCH - P. O. Box 14030 - Salem, OR 97310

In Reply Refer to
File No. CON 4

April 17, 1980



Mr. John Boyer
District Manager
The Associated General Contractors
of America, Inc.
1185 Fairfield
Eugene, OR 97402

Dear John:

I have reviewed in great detail the project to which you refer on Route F (ORE126), west of Walton. Contrary to your belief, this is a paving and grading contract being conducted by Morse Brothers. The limits of the project are from the Siuslaw River to Walton, which is a distance of approximately six miles.

The Highway Division does have a minor betterment project in progress on this highway, approximately three miles east of Walton on Badger Mountain. The Extra Gang from Eugene is constructing a passing lane. It is estimated that the project will cost $37,000, and the Region has assured me it will not exceed this amount.

I wish to assure you that if the Highway Division should undertake any construction projects estimated to be in excess of $50,000, it will be done in accordance with State law and the rules set up by the Contract Review Board.

We are also concerned with the need to keep our contractors working. We are making every effort to contract any maintenance type work that we can. Under the present manpower restrictions placed upon us by the Legislature, this can be to our advantage and to the betterment of the overall maintenarce of the system. I hope this satisfies your concern.

Sincerely,

ORIGINAL SIGNED
R.L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer-
Maintenance Branch

RLS:ji
bc: H. S. Coulter
Region Engineers

CHAPTER OFFICE
Sheraton Portland
1008 N. E. Multnomah Street
Portland,Oregon 97232
Phone: 503/288-5821
Kenneth W. Twedt, *Manager*

DISTRICT OFFICES
1185 Fairfield
Eugene, Oregon 97402
Phone: 689-2261

1174 Commercial Street, S.E.
Salem, Oregon 97302
Phone: 585-5758

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Harry Thompson, *Vice President*
William Bugge, *2nd Vice President*
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THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1979

OREGON COLUMBIA
CHAPTER

April 11, 1980

Mr. Robert Schroeder
Maintenance Engineer
Oregon State Highway Dept.
129 Transportation Bldg.
Salem, OR 97310

Dear Bob:

OSHD maintenance crews have moved heavy equipment on Route F near Walton. Signing indicates a 6 mile reconstruction project. Vegetation removal has been lengthy and it appears the crews have prepared the area for multiple bank cuts on some curves and culvert extensions and fills on other curves. The project will exceed $50,000.

You are right about Route F needing improvements. It is unfortunate, with the unemployment in our industry and the idle equipment capacity, that this project could not have been competitively bid.

Road surfaces in so many areas need maintenance attention. It seems to me your crews should concentrate on maintenance activity and allow private industry to bid reconstruction. If you have any similar projects like Route F in your proposed 81-83 budget, then I request an opportunity to review those projects with you.

Thank you.

Very Truly Yours,

John Boyer

JB/sc

Form 81-724-3208

1002

9-N2

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Siuslaw River - Walton Date August 1972

Highway Florenece - Eugene Contract No. 9002

County Lane Prefix 20 - 1159

Contractor Morse Bros. Contractors, Inc. F. A. Project No. State

Address E. Grant Lebanon, Or. 97355 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Temporary pavement striping for traffic control, as required throughout project.

Location by station numbers:

621 + 43.07 to 955 + 42.09

Estimate of quantities and cost:

Material - - - - - - - - - - - - - -	$ 400.00
Equipment - - - - - - - - - - - - -	100.00
Labor - - - - - - - - - - - - - - -	500.00
Total	1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Standard specifications for highway construction 1974, Section 111.01 and 111.01 of the special provisions for this project. Monies for the above item included in the original authorization as an anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 908,282.62
Present estimate of project costs, including $ 1,000.00 for work under this order	$ 872,271.41
Expected under-run ~~over-run~~ amount	$ 36,011.27
Expected under-run ~~over-run~~ per cent	4

Space to right of this line is for use of Salem Office

Submitted by: D. W. Greene Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer

8-21-72

8-23-72

4

EP-70804-734

9002

62

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Duane Christensen
Final Design Engineer

DATE: June ~~22~~, 1979

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Suislaw River, Walton Section
~~Florence-Eugene Highway~~
Lane County

The Florence-Eugene Highway has the potential of being a major bicycle touring route. For this reason I would like to ask that consideration be given to the provision of 4-to-6-foot shoulders on the above-mentioned section. Whether we can go for a wider shoulder or are stuck with 3 feet, I would like to see the approaches where gravel is likely to be kicked onto the shoulder paved a sufficient distance to preclude this happening.

DES:ge

6-27-79 Traffic section requested 12' lanes due to accident record. 3' shlds. are all that can be gotten. This is not a project that necessitates a hearing DES

all but two downgrades are AC and will be paved DES

REFERRED TO
Board ___ Standards ___
Cole ___ Campbell ___
Eriksen ___ Watson ___
Hager ___ Dorn ___ Leu ___
(Return) Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 25 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

01-125-1307

9002

62

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6 12 79
Donald L Rust

July 26, 1979 Bid Letting _____ All Clear Deadline

SECTION Siuslaw River-Walton
Highway Florence-Eugene
County Lane Region 3
Type of Work Overlay, guardrail Funds
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					N/A State Funds
PERMITS:						
Division of State Lands		X				
D.O.G.M.I.		X				Commercial Source
Corps of Engineers		X				
Coast Guard	X					
Co. Conditional Use		X				
NPS Air Pollution		X				
NPS Water Pollution		X				
CULTURAL:						
Cultural Survey		X				
Cultural Salvage		X				
NOISE:						
Noise Study		X				

1979 Black Canyon Cr.- Harper Jct. Sec., Central Oregon Hwy. (Pav.) 9003

#7116 T 7-81 Item L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co.,Inc. No. 9164	Troutdale-Sandy River Br. Multnomah County	April 10, 1981
Morse Bros., Inc. No. 9076	Grand Ronde-Wallace Bridge Polk County	April 10, 1981
Hamilton Electric, Inc. No. 8849	SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County	April 13, 1981
Dirt & Aggregate Interchange, Inc. No. 9182	SE Powell Blvd. Parking Lots "A" & "B" Multnomah County	April 13, 1981
Don Haisch Const., Inc. No. 9093	Banfield Interchange Multnomah County	April 15, 1981
C. H. Stinson, Inc. No. 9060	Maupin-Sherman Hwy. Jct. Wasco County	April 15, 1981
Fabricators, Inc. No. 9003	Black Canyon Cr.-Harper Jct. Malheur County	April 21, 1981
Poe Asphalt Paving, Inc. No. 9117	Ritter Jct.-Long Creek Grant County	April 28, 1981

May 7, 1981

C. T. Keasey
Asst. State Highway Engineer

#9003

L.

May 1, 1981

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

COM 5
#9003

Gentlemen:

On April 23, 1981, we wrote to you concerning release of final payment on Contract No. 9003 awarded to Fabricators, Inc. for paving on the Black Canyon Creek-Harper Jct. Section of the Central Oregon Highway in Malheur County.

Final payment on this contract is $15,429.93 and the total contract amount is $1,987,488.54 including $5,934.61 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

jes

cc: Fabricators, Inc.
2705 Lancaster Drive
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#9003

L.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: April 21, 1981

NOTED
H.S.COULTER

FROM: C. T. Krasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of April 21, 1981.

Contract	9003	On Site Work Substantially Completed	September 11, 1980
All Work Completed	March 9, 1981		
Project	Black Canyon Creek-Harper Jct.		
Highway	Central Oregon		
County	Malheur		
Type of Work	Paving		
Contractor	Fabricators, Inc.		

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
APR 22 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

#9003

STATE OF OREGON

INTEROFFICE MEMO

TO: Carrol Keasey
Construction Engineer

DATE: February 11, 1981

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Black Canyon-Harper and
Brogan Hill-Brogan

You requested some cost data on the Black Canyon-Harper Section. The listed data concerns itself with repairs done after the A. C. paving was completed.

Cost of seal, including $4,000 Engineering	$137,900.
Houck's cost for patching	900.
State cost for patching - Flagging	265.
- Engineering	150.
Total cost for repair	$139,215.

Justification for seal coat was Jim Wilson's letter of June 20, 1980, concerning high void content in the top lift of A. C. and recommending a seal coat be placed.

You also asked what we thought we could have done differently on the Brogan Hill-Brogan Section if we had it to do over again. The answer is nothing. That answer is not given off the top of my head or without much thought. All the people who were involved in the problems worked diligently toward a solution. In this case the solution was difficult to find and costly to effect.

-this I can't accept, —

RDH/dp
cc: P. F. Burnett

ST... FEB 13 '81
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 13 1981
CONSTRUCTION BRANCH
Keasey — Richards
Jackmond — Berg
Hopkins — Inlow
Williams — Widmer
Johnson — Gebauer
Glenn — Church

I need something better on Brogan Hill Job. — HSC

Contains Recycled

9003

7

P. F. Burnett
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

January 5, 1981

Black Canyon Cr.-Harper Jct.
Central Oregon Highway
Malheur County

A copy of your "as constructed narrative" for the project was recently received and readyby the designer and myself.

Iffound your comments on the method used to adjust the guard rail interesting. When it is necessary to raise guard rail due to an overlay, dropping the rail, pulling the post, partially filling the hole and redriving the post seems the most direct and successful way to do it.

I think your suggestion about having the contractor subadt a shop drawing of the guard rail to bridge connection spacer blocks for field verification would assure a good fit.

FE:ab
cc: W. E. Schwartz

1003

FORM 734-5001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Black Canyon Cr. - Harper Jct.		WEEK ENDING: December 6, 1980
		SECTION PREFIX: 23-1127
HIGHWAY: Central Oregon		COUNTY: Malheur
NAME OF JOB	KIND OF WORK: Paving	
CONTRACTOR: Fabricator's, Inc.	CONTRACT NUMBER: 9003	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 21, 1979	DATE WORK STARTED: September 5, 1979	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 315
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 79
PROJECT AUTHORIZATION: $2,251,473.72		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $2,103,442.72	ENGINEERING AUTHORIZATION: $161,029.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,056,,158	This week: 1,090 ENGINEERING COST TO DATE: $125,485	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %	PERCENT OF AUTHORIZATION: 78 %	DATE PROJECT WAS COMPLETED: September 10, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					20.16
MILES PARTIALLY COMPLETED					20.16
MILES COMPLETED					20.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)					78,600 ton
TOTAL QUANTITIES CORRECTED TO DATE					68,030 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					68,030 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Cldy			
MONDAY 1	Ptly Cldy			
TUESDAY 2	Cldy;Snow;Rain			
WEDNESDAY 3	Ptly Cldy			
THURSDAY 4	Cldy			
FRIDAY 5	Cldy			
SATURDAY 6				

RECEIVED
DEC 8 1980
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glass, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	Project complete, no activity all week.
MONDAY 1	
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY 6	

REMARKS

Semi-final data to be submitted on Friday of this week.

This is the final report of this Project.

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9123

STATE OF OREGON

INTEROFFICE MEMO

7

TO: P. F. Burnett
Resident Engineer

DATE: June 20, 1980

Subject: Asphalt Concrete Core Test Results, Black Canyon Cr.-Harper Jct., Cont. #9003

FROM: John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Testing has been completed on 80 four inch diameter cores sampled from Class "B" asphalt concrete base and wearing surface paved last fall on the Black Canyon Cr.-Harper Jct. Section. The cores were tested for percent voids and percent compaction and twelve cores representing the range of void content were tested for gradation and asphalt content. Enclosed are laboratory reports #80-9446 through #80-9574 and #80-11194.

The test results indicate that the average void content of the pavement in place is in excess of the 10 to 12 percent level considered maximum for satisfactory pavement durability. For the wearing surface, the average void content is 16.8 percent in place and 8.3 percent laboratory compacted with an average percent compaction of 90.8 percent. Averages for the base course are 14.0 percent voids in place, 5.7 percent voids laboratory compacted and 91.2 percent compaction. The tests show that the excess voids in the pavement are the result of inadequate compaction and deficient asphalt content for the mix gradation.

Tests made on twelve top lift cores with laboratory compacted void contents of 4.2 to 12.0 percent show that the asphalt content ranges from 5.0 to 7.1 percent and the percent pass #200 is from 5.7 to 7.9 percent. For each core asphalt content, the specific gravity of the aggregate in the mix was calculated and found to range from 2.55 to 2.68. Since the specific gravity of the mix design aggregate is 2.70, it appears that the asphalt content deficiency in the pavement has resulted from using a more porous aggregate in the paving than that used for the design. On future projects where aggregates of varying quality are found in a source, it is suggested that samples from both extremes be submitted for mix design testing and field adjustments for asphalt content be made as needed.

With the indicated problems in the paving on the project, it is our opinion that the surfacing should be sealed in the near future. This will reduce the amount of aggregate breakdown and stripping in the mix and protect the pavement from the effect of high void content.

JEW:gs

cc: C. T Keasey
W. E. Schwartz
V. Moore

Contains Recycled Materials

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

ABORATORY REPORT 08791

80- 9446-55

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Harper J.T. | Cont. No. 9005 | Prefix No: 23-1127

Highway: Central Oregon | F.A. Proj. No: State

Contractor: R.L. Houck | County: Malheur

Submitted by: P.F. Burnett | Sampled by: H.E | Date Submitted: 4-4-80

Samples: RECORD ☒ Final | OTHER ☐ | MIX CLASS: "B" A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	A. CONC. T.	EMBED	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
21	3-31-80	MP. 223		5'		X			2.0	496	954	914	2.09	2.34	89.3	92
22		MP. 223		5'			X		1.1	262	500	477	2.05	2.33	88.0	
23		MP. 222.5		7'		X			2.4	612	1.2	1147	2.05	2.34	87.2	
24		" "		7'			X		1.3	291	542	534	2.09	2.33	89.7	
25		MP. 222		4'		X			2.4	Please	Saw			2.34		
26		" "		4'			X		1.2					2.33		
27		MP. 222			8'	X			2.0	516	9.7	949	2.10	2.34	89.7	
28		" "			8'		X		1.1	242	4.3	462	2.09	2.33	85.9	
29		MP. 222.5			4'	X			2.6	Please	Saw			2.34		
30	3-31-80	" "			4'		X		1.8					2.33		92

REMARKS: Mix design - Lab # 79-15271 - All Cores sent to Lab. for Testing.

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: #387 ea. 15 Cores

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

Construction Engineer

Maintenance Engineer

Bridge Engineer

Division Engineer W. E. Schwartz

Resident Engineer P. F. Burnett

Dist. Maint. Supt.

Foreman

Inspector

Geologist V. Moore

Files

Boyle

Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9446	21B	2.1	2.1	2.41	2.18	92.2	2.37	15.2 / 8.0
80- 9447	22T	1.2	1.2	1.99	2.18	90.8	2.41	17.6 / 9.5
80- 9448	23B	2.3	2.1	1.98	2.16	91.7	2.37	16.5 / 8.7
80- 9449	24T	1.2	1.0	[illegible]	[illegible]	Not Tested		
80- 9450	25B	2.4	2.3	[illegible]	[illegible]	92.2	2.38	15.1 / 8.0
80- 9451	26T	1.3	1.1	[illegible]	2.23	91.0	2.45	17.1 / 9.0
80- 9452	27B	2.1	2.1	2.[illegible]	2.20	93.6	2.40	14.2 / 8.3
80- 9453	28T	1.1	1.1	1.[illegible]	2.18	89.4	2.40	18.7 / 9.2
80- 9454	29B	2.[illegible]	2.4	[illegible]	2.17	95.0	2.37	12.2 / 7.6
80- 9455	30T	1.2	1.7	[illegible]	2.15	92.6	2.41	17.4 / 10.2

REMARKS:

LABORATORY

John C. Jenkins, E.C.
Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT
08792

80- 9456-64

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Co. - Hospital Rd. | Cont. No. 9203 | Prefix No: 23-1127
Highway: Central Oregon | F.A. Proj. No: State
Contractor: R. L. Houck | County: Malheur
Submitted by: P. F. Burnett | Sampled by: H. Eckstein | Date Submitted: 4-4-80
Samples: RECORD ☒ Final | OTHER ☐ | MIX CLASS: G A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B	A. CONC. T.	PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT	TEST SPEC. WEIGHT: APPROX DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
31	3-31-80	MP 223			8'	X			1.9					2.34		92
32		" "			8'		X		1.4					2.33		
33		MP 221.5		8'		X			2.8	676	1272	1263	2.12	2.34	90.6	
34		" "		8'			X		1.4	337	630	616	2.12	2.33	91.0	
35		MP 221		4'		X			1.9	463	961	842	2.12	2.34	90.6	
36		" "		4'			X		1.3	281	522	516	2.08	2.33	89.3	
37		MP 221			1'	X			2.1	532	989	967	2.14	2.34	92	
38		" "			1'		X		1.3	314	582	574	2.10	2.33	90.1	
39		MP 221.5			1'	X			2.4	576	1085	1051	2.11	2.34	90.2	
40	3-31-80	" "			1'		X		1.2	270	521	509	2.03	2.33	87.1	92

REMARKS: Mix Design - Lab # 79-MP 221 - All cores except test # 32 sent to Lab for testing

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: A 387 ""

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Division Engineer W. E. Schwartz
- Resident Engineer P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- Geologist V. Moore
- Files
- x Boyle
- x Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9456	31B	1.8	1.8	[illegible]	2.24	92.9	2.37	12.7 / 5.5
80- 9457	32T	1.3	1.3	1.93	2.15	89.8	2.38	18.9 / 9.1
80- 9458	32B	2.1	2.1	1.99	2.28	82.7	2.39	20.9 / 11.1
80- 9459	33T	1.4	1.4	2.18	2.25	92.4	2.40	13.3 / 6.2
80- 9460	33B	2.0	2.0	2.06	2.25	91.6	2.38	13.4 / 5.5
80- 9461	34T	1.3	1.3	1.99	2.22	89.6	2.47	19.4 / 10.1
80- 9462	38T	1.3	1.3	2.16	2.23	92.4	2.39	13.8 / 6.7
80- 9463	39B	2.3	2.3	2.16	2.22	92.8	2.39	13.8 / 7.1
80- 9464	40T	1.2	1.2	1.97	2.20	87.5	2.40	17.9 / 8.3

REMARKS:

LABORATORY

John C. Jentoft F.C.
Engineer of Materials

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DA... AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

TORY REPORT 38793

80- 9465-71

DATA SHEET NO BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Harper JCT | Cont. No. [illegible] | Prefix No: 25-1127

Highway: Central Oregon | F.A. Proj. No: State

Contractor: R.L. Houck | County: Malheur

Submitted by: P.F. Burnett | Sampled by: H. Eckstein | Date Submitted: 4-4-80

Samples: RECORD ☒ Final | OTHER ☐ | MIX CLASS: "B" A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	MIX TYPE: A. CONC. T.	MIX TYPE: PMSB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
41	3-31-80	MP. 220.5		8'		X			2.4	579	1097	1063	2.09	2.34	89.3	92
42		" "		8'			X		1.4	344	646	632	2.09	2.33	89.7	
43		MP. 220		4'		X			2.4	602	1107	1083	2.14	2.34	92	
44		" "		4'			X		1.7	400	761	744	2.06	2.33	88.4	
45		MP. 217.5		7'		X			2.5	617	1138	1113	2.14	2.34	92	
46		" "		7'			X		1.3	292	554	541	2.06	2.33	88.4	
47		MP. 217.5			3'	X			2.5	620	1151	1126	2.12	2.34	90.6	
48		" "			3'		X		1.4	340	630	616	2.12	2.33	91.0	
49		MP. 220			7'	X			2.5	[illegible]						92
50	3-31-80	" "			7'		X		1.2							

REMARKS: Mix design - Lab # 29-15221 ... All cores except tests # 48 & 45 sent to Lab. for testing.

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: $ 301.00

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- x Division Engineer — W. E. Schwartz
- x Resident Engineer — P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- x Geologist — V. Moore
- x Files
- x Boyle
- x Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9465	41B	2.5	2.5	2.08	2.22	93.7	2.31	10.0 / 3.9
80- 9466	42T	1.4	1.4	2.05	2.19	93.6	2.38	13.9 / 8.0
80- 9467	44T	1.8	1.8	2.07	2.25	90.2	2.41	15.8 / 6.6
80- 9468	46T	1.3	1.3	2.00	2.16	92.6	2.31	13.4 / 6.5
80- 9469	47B	2.4	2.4	2.12	2.23	95.1	2.38	10.9 / 6.2
80- 9470	48T	1.4	1.4	2.08	2.18	95.4	2.38	12.6 / 8.4
80- 9471	49B	2.5	2.5	2.14	2.27	94.3	2.38	10.1 / 4.6
80- 9472	50T	1.2	1.0	Lift	thin to test.			

REMARKS:

John C. Jenkins P.E.

Engineer of Materials

LABORATORY

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE D....
AND
LABORATORY TEST REPORT
FOR
BITUMINOUS CORES

LABORATORY REPORT 08794

80- 9473-79

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Harper Jct. — Cont. No. 7615 — Prefix No: 23-1127

Highway: Central Oregon — F.A. Proj. No: State

Contractor: R.L. Houck — County: Malheur

Submitted by: P.F. Burnett — Sampled by: H. Eckstein — Date Submitted: 4-2-80

Samples: RECORD ☒ Final OTHER ☐ — MIX CLASS: D A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT	MIX TYPE: A. CONC. B.	A. CONC. T.	PMBB	PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
51	4-1-80	MP. 220.5			4'	X			3.1	745	1520	1357	2.13	2.31	91.0	92
52		" "			1'		X		1.3	226	536	493	2.09	2.33	89.7	
53		MP. 219		3'		X			2.8	719	1215	1267	2.20	2.34	94.0	
54		" "		3'			X		1.3	281	595	530	2.02	2.33	86.7	
55		MP. 218.5		7'		X			2.6	655	1174	1168	2.17	2.31	93.7	
56		" "		7'			X		1.4	314	571	502	2.08	2.33	89.3	
57		MP. 218		4'		X			2.8	668	1225	1197	2.15	2.31	92	
58		" "		4'			X		1.2	319	624	608	2.02	2.33	86.7	
59		MP. 218			8'	X			2.4	580	1072	1046	2.13	2.34	91.0	
60	4-1-80	" "			8'		X		1.5	332	628	613	2.09	2.33	88.8	92

REMARKS: Mix Design Lab # 79-15271. All cores except #53, 55 & 52 sent to Lab. for testing.

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: #258.00

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Division Engineer — W. E. Schwartz
- Resident Engineer — P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- Geologist — V. Moore
- Files
- Boyle
- Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9473	51B	3.1	2.2	2.13	2.26	94.2	2.37	10.1 4.6
80- 9474	52T	1.2	1.2	Too	damaged to test.			
80- 9475	54T	1.3	1.3	1.93	2.09	92.3	2.33	17.2 10.3
80- 9476	56T	1.4	1.4	[illegible]	2.16	93.5	2.36	14.4 8.5
80- 9477	58T	1.4	1.4	1.88	2.05	91.7	2.33	19.3 12.0
80- 9478	59B	2.4	2.1	2.06	2.26	91.2	2.42	14.9 6.8
80- 9479	60T	1.5	1.5	1.99	2.16	92.1	2.38	16.4 9.2

REMARKS:

John E. Jenkins F.C.

Engineer of Materials

LABORATORY

OREGON STATE
HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE L.
AND
LABORATORY TEST REPORT
FOR
BITUMINOUS CORES

LABORATORY REPORT
08795

80- 9480-84
DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Co. - Hwy. 97 | Cont. No. 7003 | Prefix No: 23-1127
Highway: Central Oregon | F.A. Proj. No: State
Contractor: R.L. Houck | County: Malheur
Submitted by: P.F. Burnett | Sampled by: H. Eckstein | Date Submitted: 4-7-80
Samples: RECORD ☒ Final | OTHER ☐ | MIX CLASS: 6" AC

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT	MIX TYPE: A. CONC. B.	A. CONC. T.	PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	SAT.	APPROX. DRY	BULK SP. GR.: IN PLACE	@ 100% COMP.	% COMP.: TEST	REQ.
61	4-1-80	MP 218.5			1'	X			2.1	519	942	921	2.18	2.34	93.2	92
62		" "			1'		X		1.9	430	814	795	2.07	2.33	(88.8)	
63		MP 219			8'	X			2.4	576	1068	1049	2.17	2.34	92.7	
64		" "			8'		X		1.3	300	578	555	2.07	2.33	(88.8)	
65		MP 212.3		8'		X			2.3	590	1071	1048	2.18	2.34	93.2	
66		" "		8'			X		1.1	253	473	462	2.10	2.33	(90.1)	
67		MP 217		3'		X			2.0	519	930	910	2.21	2.34	94.4	
68		" "		3'			X		1.3	285	541	528	2.06	2.32	(88.9)	
69		MP 216.5		8'		X			2.4	611	1102	1083	2.18	2.34	93.2	
70	4-1-80	" "		8'			X		1.3	282	545	532	2.02	2.33	(86.7)	92

REMARKS: Mix Design - Lab. # 79-15271 - All Cores except #61, 63, 65, 67 & 69 sent to lab. for testing.

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: 1215.00

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer W. E. Schwartz
Resident Engineer P. F. Burnett
Dist. Maint. Supt.
Foreman
Inspector
Geologist V. Moore
Files
Boyle
Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9480	62T	1.8	1.8	2.02	2.17	93.1	2.36	14.4 8.5
80- 9481	64T	1.3	1.3	1.97	2.20	89.5	2.38	17.2 7.6
80- 9482	66T	1.1	1.1	2.00	2.15	93.0	2.36	15.3 8.9
80- 9483	68T	1.3	1.3	1.99	2.15	92.6	2.36	15.7 8.7
80- 9484	70T	1.3	1.3	1.92	2.09	91.9	2.35	18.3 11.1

REMARKS:

LABORATORY

J. V. Thorsen F.E.
Engineer of Materials

OREGON STATE
HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE L
AND
LABORATORY TEST REPORT
FOR
BITUMINOUS CORES

LABORATORY REPORT
08796
BR- 9485-91
DATA SHEET NO. BC-00009

SAMPLE DATA

Project: Black Canyon Cr. - Harper J.T. Cont. No. 9333
Highway: Central Oregon
Contractor: K.L. Houck
Submitted by: P.F. Burnett Sampled by: H. Eckstein
Samples: RECORD [X] Final OTHER [ ] MIX CLASS: "B" HC

Prefix No: 23-1127
F.A. Proj. No: STATE
County: Malheur
Date Submitted: 4-7-80

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE LT.	DISTANCE RT.	MIX TYPE: A CONC. B.	A CONC. T.	PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	SAT.	APPROX. DRY	BULK SP. GR.: IN PLACE	@ 100% COMP.	% COMP.: TEST	REQ.
71	4-1-80	MP. 216.5			4'	X			2.4	641	1164	1190	2.18	2.34	93.2	92
72		" "			4'		X		1.1	242	421	460	2.01	2.33	86.3	
73		MP. 217			8'	X			2.5	622	1153	1158	2.14	2.31	92	
74		" "			8'		X		1.0	228	432	427	2.04	2.33	87.6	
75		MP. 217.3			4'	X			1.8	414	757	811	2.11	2.31	90.2	
76		" "			4'		X		1.5	352	650	665	2.03	2.33	87.1	
77		MP. 216		4'		X			2.3	615	1111	1088	2.19	2.34	93.6	
78		" "		4'			X		1.3	286	553	543	2.01	2.35	86.3	
79		MP. 215.4		8'		X			2.1	539	986	965	2.13	2.34	91.0	
80	4-1-80	" "		8'			X		1.6	354	620	655	2.07	2.33	88.8	92

REMARKS: Mix Design. Lab # 79-15271 all Cores except # 71, 73 & 77 Sent to Lab for Testing

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: $ 30.00

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer W. E. Schwartz
Resident Engineer P. F. Burnett
Dist. Maint. Supt.
Foreman
Inspector
Geologist V. Moore
Files
X Boyle
X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	PULK SP. GR.: IN PLACE	PULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BR- 9485	72T	1.1	1.1	1.98	2.23	88.8	2.39	17.2 / 6.7
BR- 9486	74T	1.1	1.1	1.98	2.21	87.6	2.40	17.5 / 7.9
BR- 9487	75B	1.8	1.7	2.09	2.30	90.9	2.41	13.3 / 4.6
BR- 9488	76T	1.5	1.5	2.01	2.17	92.2	2.39	16.3 / 9.2
BR- 9489	78T	1.3	1.3	1.91	2.19	87.2	2.35	18.7 / 6.8
BR- 9490	79B	2.1	2.1	2.10	2.28	92.1	2.41	12.9 / 5.4
BR- 9491	80T	1.6	1.6	2.01	2.18	92.2	2.37	15.2 / 8.1

REMARKS:

F.E.

LABORATORY

Engineer of Materials

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE D. AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT J8797

BO- 9492-98

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Harper J-F | Prefix No: 23-1127

Highway: Central Oregon | Cont. No. 7003 | F.A. Proj. No: State

Contractor: R.L. Houck | County: Malheur

Submitted by: P.F. Burnett | Sampled by: H. Eckstein | Date Submitted: 4-8-80

Samples: RECORD ☒ Final OTHER ☐ | MIX CLASS: "B" H.C

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	MIX TYPE: A. CONC. T.	MIX TYPE: PMEB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
81	4-1-80	MP. 215		3'		X			1.4	346	693	629	2.12	2.34	(90.6)	92
82		" "		3'			X		1.4	336	653	619	2.08	2.33	(89.3)	
83		MP 215			2'	X			1.7	431	771	724	2.12	2.34	92.7	
84		" "			2'		X		1.3	280	536	523	2.04	2.33	(87.6)	
85		MP. 215.4			3'	X			2.2	566	1023	1001	2.19	2.34	93.6	
86		" "			3'		X		1.2	230	443	431	2.02	2.33	(86.7)	
87		MP 216			2'	X			2.4	610	1102	1055	2.19	2.34	92.7	
88		" "			2'		X		1.1	236	415	432	2.06	2.33	(88.4)	
89		MP. 214.4		1'		X			1.9	455	841	828	2.11	2.34	(90.2)	
90	4-1-80	" "		4'			X		1.3	273	526	513	2.03	2.33	(86.7)	92

REMARKS: Mix Design - Lab. # 79-15221 - All Cores except # 83, 85 & 87 sent to Salem for testing.

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: # 258.00

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer W. E. Schwartz
Resident Engineer P. F. Burnett
Dist. Maint. Supt.
Foreman
Inspector
Geologist V. Moore
Files
Boyle
Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION (Plant / Lab)
BO- 9492	81B	1.5	1.3	~.09	2.33	89.7	2.39	12.6 / ~.5
BO- 9493	82T	1.4	1.4	2.02	2.20	91.8	2.38	15.1 / 7.6
BO- 9494	84T	1.3	1.3	1.96	2.11	92.9	2.36	16.9 / 10.6
BO- 9495	86T	1.2	1.1	1.95	2.13	91.6	2.36	17.4 / 9.7
BO- 9496	88T	1.1	0.9	Too Thin to test				
BO- 9497	89B	1.9	1.6	2.08	2.34	88.9	2.40	13.3 / 2.6
BO- 9498	90T	1.[illegible]	1.3	1.90	2.23	85.2	2.38	20.2 / 6.3

REMARKS:

LABORATORY

Jean C. Jenkins E.C.

Engineer of Materials

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE D. AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT 08798

BA 9499-505

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Ck. - Harper Jct. | Prefix No: 23-1127

Highway: Central Oregon | Cont. No. 7003 | F.A. Proj. No: State

Contractor: R. L. Houck | County: Malheur

Submitted by: P. F. Burnett | Sampled by: H. Eckstein | Date Submitted: 4-8-80

Samples: RECORD ☒ Final OTHER ☐ | MIX CLASS: "C" A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	MIX TYPE: A. CONC. T.	MIX TYPE: PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC WEIGHT: IN WATER	TEST SPEC WEIGHT: SAT.	TEST SPEC WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
91	4-1-80	MP 213.8		7'		X			1.9	466	856	837	2.11	2.34	90.2	92
92		" "		7'			X		1.2	269	506	488	2.07	2.33	88.8	
93		MP 213.5		1'		X			1.8	445	812	794	2.16	2.34	92.3	
94		" "		1'			X		1.2	249	497	485	1.96	2.33	84.1	
95		MP 213.5			7'	X			2.4	597	1093	1069	2.15	2.34	92	
96		" "			7'		X		1.5	339	644	629	2.06	2.33	88.4	
97		MP 213.8			1'	X			2.2	586	1056	1028	2.19	2.34	93.6	
98		" "			1'		X		1.4	302	556	542	2.01	2.33	86.3	
99		MP 214.4			8'	X			1.9	477	885	864	2.13	2.34	91.0	
100	4-1-80	" "			8'		X		1.3	299	537	526	2.02	2.33	86.7	92

REMARKS: Mix Design - Lab. # 79-15271 - All Cores except * 93, 95 & 99 sent to Lab. for Test.

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: $1301.00

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

Construction Engineer

Maintenance Engineer

Bridge Engineer

Division Engineer W. E. Schwartz

Resident Engineer P. F. Burnett

Dist. Maint. Supt.

Foreman

Inspector

Geologist V. Moore

Files

Boyle

Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BA 9499	91B	1.9	1.9	2.08	2.32	89.7	2.36	11.9 / 1.7
BA 9500	92T	1.2	1.2	1.96	2.19	89.5	2.42	19.0 / 9.5
BA 9501	94T	1.2	1.2	1.86	2.14	86.9	2.36	21.2 / 9.3
BA 9502	96T	1.5	1.5	2.02	2.12	95.3	2.33	13.3 / 9.0
BA 9503	98T	1.4	1.4	1.92	2.13	90.6	2.35	17.9 / 9.4
BA 9504	97B	1.9	1.9	2.11	2.29	92.1	2.39	11.7 / 4.2
BA 9505	100T	1.3	1.3	1.91	2.09	91.4	2.37	19.4 / 11.8

REMARKS:

LABORATORY

John C. Jenkins F.C.

Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

BORA... REPORT 10003

BO 9506-14

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Co. -- Hwy 97
Cont. No. 203
Highway: Central Oregon
Contractor: R.L. Houck
Submitted by: P.F. Burnett
Sampled by: H. Eckstein
Samples: RECORD ☒ Final OTHER ☐
MIX CLASS: "B" H.C.

Prefix No: 23-1127
F.A. Proj. No: State
County: Malheur
Date Submitted: 4-8-80

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B	MIX TYPE: A. CONC. T.	MIX TYPE: PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
101	4-1-80	MP. 213		8'		X			2.2	516	1.14	952	2.08	2.34	(88.9)	92
102		" "		6'			X		1.6	362	659	668	2.07	2.33	(88.8)	
103		MP. 212.5		4'		X			2.0	467	825	855	2.10	2.34	(89.7)	
104		" "		4'			X		1.6	378	702	686	2.12	2.33	(91.0)	
105		MP. 212		7'		X			1.3	329	610	597	2.12	2.34	(90.6)	
106		" "		7'			X		1.8	422	781	768	2.11	2.33	(90.6)	
107		MP. 211.5		3'		X			1.9	446	835	816	2.07	2.34	(88.5)	
108		" "		3'			X		1.5	354	657	642	2.12	2.33	(91.0)	
109		MP. 211.5			8'	X			2.0	517	995	925	2.16	2.34	(92.3)	
110	4-1-80	" "			8'		X		1.5	352	652	637	2.12	2.33	(91.0)	92

REMARKS: Mix Design - Lab # 79-15221 - All cores except # 109 sent to Lab. for Testing.

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: 11387 02

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer W. E. Schwartz
Resident Engineer P. F. Burnett
Dist. Maint. Supt.
Foreman
Inspector
Geologist V. Moore
Files
X Boyle
X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION (In Place / Recompacted)
BO- 9506	101B	2.2	2.1	2.03	2.24	90.6	2.39	15.1 / 6.3
BO- 9507	102T	1.6	1.5	1.96	2.24	87.5	2.39	18.0 / 6.2
BO- 9508	103B	2.0	1.9	2.03	2.25	90.2	2.41	15.8 / 6.6
BO- 9509	104T	1.4	1.4	2.05	2.23	91.9	2.44	16.0 / 8.2
BO- 9510	105B	1.3	1.3	2.08	2.26	92.0	2.38	12.6 / 5.0
BO- 9511	106T	1.8	1.8	2.11	2.21	91.9	2.40	15.4 / 7.0
BO- 9512	107B	1.9	1.8	2.01	2.26	88.9	2.39	15.9 / 5.4
BO- 9513	108T	1.5	1.5	2.03	2.23	91.0	2.43	16.5 / 8.2
BO- 9514	110T	1.5	1.5	2.04	2.25	90.7	2.41	15.4 / 6.6

REMARKS:

John C. Jackson F.C.
Engineer of Materials

LABORATORY

OREGON STATE
HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT 10004

BO 9515-14

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon & Harper J.H. — Cont. No. 80 3 — Prefix No: 23-1127

Highway: Central Oregon — F.A. Proj. No: State

Contractor: R.L. Houck — County: Malheur

Submitted by: P.F. Burnett — Sampled by: H. Eckstein — Date Submitted: 4-8-80

Samples: RECORD ☒ Final OTHER ☐ — MIX CLASS: "B" AC

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE LT.	DISTANCE RT.	MIX TYPE A. CONC. B.	MIX TYPE A. CONC. T.	PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
111	4-1-80	MP. 212			3'	X			2.4	550	1011	1016	2.07	2.34	88.5	92
112		" "			3'		X		1.5	352	643	641	2.11	2.33	90.6	
113		MP. 212.5			6'	X			2.7	647	1221	1194	2.08	2.34	88.9	
114		" "			6'		X		1.8	419	785	767	2.10	2.33	90.1	
115		MP. 213			3'	X			2.5	616	1144	1119	2.12	2.34	90.6	
116		" "			3'		X		1.4	326	613	599	2.09	2.33	89.7	
117		MP. 211		8'		X			2.5	603	1139	1109	2.09	2.34	89.3	
118		" "		8'			X		1.3	285	543	532	2.05	2.33	88.0	
119		MP. 210.5		3'		X			1.9	332	638	625	2.04	2.34	87.2	
120	4-1-80	" "		3'			X		1.3	249	480	477	1.98	2.33	85.0	92

REMARKS: Mix Design - Lab # 79-15221 - All Cores sent to Salem Lab. for testing

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: $ 387.50

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Division Engineer — W. E. Schwartz
- X Resident Engineer — P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- X Geologist — V. Moore
- 2X Files
- X Boyle
- X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BO 9515	111B	2.4	2.1	2.00	2.27	89.1	2.40	16.7 / 5.4
BO 9516	112T	1.5	1.3	2.04	2.28	89.5	2.42	15.7 / 5.8
BO 9517	113B	2.7	2.5	2.09	2.23	91.9	2.34	12.4 / 4.7
BO 9518	114T	1.8	1.8	2.07	2.23	91.0	2.41	15.8 / 7.5
BO 9519	115B	2.5	2.3	2.08	2.23	93.3	2.39	13.0 / 6.7
BO 9520	116T	1.4	1.4	2.01	2.19	91.8	2.39	15.9 / 8.9
BO 9521	117B	2.5	2.4	2.04	2.25	90.7	2.37	13.9 / 5.1
BO 9522	118T	1.3	1.2	1.96	2.20	89.1	2.40	18.3 / 8.2
BO 9523	119B	1.4	1.4	1.97	2.26	86.3	2.39	18.4 / 5.4
BO 9524	120T	1.3	1.3	1.92	damaged to test.			

REMARKS:

John C. Jenkins F.C.

Engineer of Materials

LABORATORY

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT 10005

80- 9525-30

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Hamper Jct. | Prefix No: 23-1127

Highway: Central Oregon | Cont. No. 8203 | F.A. Proj. No: State

Contractor: R. L. Houck | County: Malheur

Submitted by: P F Burnett | Sampled by: H. Eckstein | Date Submitted: 4-9-80

Samples: RECORD [X] Final OTHER [ ] | MIX CLASS: "D" AC

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT	MIX TYPE: A. CONC. B.	A. CONC. T.	PMRB	PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
121	4-1-80	MP. 210		8'		X			1.5	Lab to come				2.34		92
122		" "		8'			X		1.5					2.33		
123		MP. 210			3'	X			1.5	317	576	583	2.09	2.34	89.3	
124		" "			3'		X		1.3	262	512	499	2.04	2.33	87.6	
125		MP. 210.5			8'	X			2.9	720	1320	1291	2.15	2.34	92	
126		" "			8'		X		1.4	336	618	609	2.14	2.33	92	
127		MP. 211			3'	X			2.3	580	1065	1042	2.15	2.34	92	
128		" "			3'		X		1.4	325	598	589	2.14	2.33	92	
129		MP. 209.4		3'		X			1.5		Lab to come			2.34		
130	4-1-80	" "		3'			X		1.5					2.33		92

REMARKS: Mix Design - Lab. # 79-15271. All cores except #125, 126, 122 & 128 sent to Lab. for testing.

LABORATORY REPORT

Date Received: 4-16-80

Date Reported: June 20, 1980

Laboratory Charges: #215.00

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

Construction Engineer

Maintenance Engineer

Bridge Engineer

Division Engineer W. E. Schwartz

Resident Engineer P. F. Burnett

Dist. Maint. Supt.

Foreman

Inspector

Geologist V. Moore

Files

Boyle

Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9525	121B	1.7	1.7	2.05	2.19	93.6	2.39	14.2 / 8.4
80- 9526	122T	Fell apart in can.						
80- 9527	123B	1.3	1.1	2.03	2.22	91.4	2.37	14.3 / 6.3
80- 9528	124T	1.3	1.1	1.92	2.19	87.7	2.41	20.3 / 9.1
80- 9529	124B	1.5	1.4	1.89	2.09	86.1	2.33	22.7 / 10.3
80- 9530	130T	1.5	1.5	2.03	2.17	93.5	2.41	15.8 / 10.0

REMARKS:

LABORATORY

Joann C. Jenkins E.C.

Engineer of Materials

OREGON STATE
HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE D..
AND
LABORATORY TEST REPORT
FOR
BITUMINOUS CORES

LABORATORY REPORT
10006

BD- 9531-37

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. Harper Jct.
Cont. No. 7013
Highway: Central Oregon
Contractor: R.L. Houck
Submitted by: P.F. Burnett
Sampled by: H. Eckstein
Samples: RECORD ☒ Final OTHER ☐
MIX CLASS: "C" A.C.

Prefix No: 23-1127
F.A. Proj. No: Extra
County: Malheur
Date Submitted: 4-9-80

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: L.T.	DISTANCE: RT.	MIX TYPE: A CONC. B.	MIX TYPE: A CONC. T.	MIX TYPE: PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
131	4-1-80	MP. 209		8'		X			1.2		Lab. # 22-15221			2.34		92
132		" "		8'			X		1.3					2.35		
133		MP. 208.5		3'		X			2.7	654	1215	1166	2.12	2.34	90.6	
134		" "		3'			X		1.6	364	692	676	2.06	2.33	88.4	
135		MP. 208.5			8'	X			2.2	542	1001	939	2.13	2.34	91.0	
136		" "			8'		X		1.5	345	648	633	2.09	2.33	89.2	
137		MP. 209			3'	X			2.2	562	1057	1035	2.11	2.34	90.2	
138		" "			3'		X		1.0	214	402	392	2.09	2.33	89.2	
139		MP. 209 4			8'	X			1.6	412	755	739	2.15	2.34	92	
140	4-1-80	" "			8'		X		1.5	317	590	575	2.11	2.33	90.6	92

REMARKS: Mix Design Lab # 22-15221 - All Cores except # 139 sent to Lab. For testing

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: $301.00

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Division Engineer W. E. Schwartz
- Resident Engineer P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- Geologist V. Moore
- Files
- Boyle Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BD- 9531	131B	1.2		Too thin	to test.			
BD- 9532	132T	1.4	1.4	1.98	2.19	90.4	2.38	16.8 8.0
BD- 9533	133B	2.7	2.5	2.08	2.28	89.0	2.40	16.4 5.0
BD- 9534	134T	1.6	1.6	1.97	2.19	90.0	2.38	17.2 8.0
BD- 9535	135B	2.2	2.1	2.06	2.28	90.4	2.39	13.8 4.6
BD- 9536	136T	1.6	1.5	1.99	2.25	88.4	2.39	16.7 5.9
BD- 9537	137B	2.2	1.9	2.04	2.27	89.4	2.38	14.7 4.6
BD- 9538	138T	1.0	1.0	Too	thin	to test.		
BD- 9539	139T	1.6	1.5	2.08	2.17	92.2	2.46	15.7 11.8

REMARKS:

Joshua C. Jenkins F.C.
Engineer of Materials

LABORATORY

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT 10007

80- 9540-46

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Co. - Harper Jct.
Cont. No. 2n3
Prefix No: 23-1122
F.A. Proj. No: State
County: Malheur
Highway: Central Oregon
Contractor: K.L. Houck
Submitted by: P.F. Burnett
Sampled by: H. Eckstein
Date Submitted: 4-9-80
Samples: RECORD ☒ Final OTHER ☐
MIX CLASS: "C" AC

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	MIX TYPE: A. CONC. T.	MIX TYPE: FMBB	FIELD TEST RESULTS: PAV THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
T41	4-2-80	MP. 208		8'		X			2.5	691	1183	1162	2.13	2.34	(91.0)	92
T42		" "		8'			X		1.3	282	530	517	2.08	2.33	(89.3)	
T43		MP. 207.5		3'		X			2.5	584	1166	1035	2.06	2.34	(88.2)	
T44		" "		3'			X		1.5	331	622	607	2.09	2.33	(89.7)	
T45		MP. 207		8'		X			2.2	569	1040	1018	2.16	2.34	92.3	
T46		" "		8'			X		1.4	329	618	604	2.09	2.33	(89.3)	
T47		MP. 207			3'	X			2.6	628	1168	1142	2.11	2.34	(90.2)	
T48		" "			3'		X		1.4	348	639	625	2.15	2.33	92.3	
T49		MP. 207.5			8'	X			2.3	576	1048	1025	2.17	2.34	92.7	
T50	4-2-80	" "			8'		X		1.6	369	677	663	2.10	2.33	(90.1)	92

REMARKS: Mix Design - Lab # 79-15221 - All cores except # 145, 148 & 149 sent to lab. for testing.

LABORATORY REPORT

Date Received: 4-14-80
Date Reported: June 20, 1980
Laboratory Charges: $ 301.45

TEST REPORT DISTRIBUTION:
- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Division Engineer W. E. Schwartz
- X Resident Engineer P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- X Geologist V. Moore
- X Files
- X Boyle
- X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS RFC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
80- 9540	T41B	2.7	2.4	2.11	2.28	92.4	2.39	11.7 4.6
80- 9541	T42T	1.4	1.3	2.04	2.29	89.1	2.44	16.4 6.1
80- 9542	T43B	2.5	2.4	2.00	2.24	89.3	2.38	16.0 5.9
80- 9543	T44T	1.5	1.4	1.97	2.23	88.3	2.41	18.3 7.5
80- 9544	T46T	1.4	1.1	1.91	2.20	89.5	2.40	17.9 8.3
80- 9545	T47B	2.6	2.5	2.07	2.26	92.5	2.38	12.2 5.0
80- 9546	T50T	1.6	1.6	2.02	2.19	92.2	2.43	16.9 9.1

REMARKS:

John C. Jantzen F.C.

LABORATORY

Engineer of Materials

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DA
AND
LABORATORY TEST REPORT
FOR
BITUMINOUS CORES

BORATORY REPORT
10008

BO- 9547-56

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. — Harlan Jct. Cont. No. 7003
Prefix No: 23-1127
F.A. Proj. No: State
Highway: Central Oregon
County: Malheur
Contractor: E.L. Oats
Date Submitted: 4-9-80
Submitted by: P.F. Burnett Sampled by: H. Eckstein
Samples: RECORD [X] (Final) OTHER [ ] MIX CLASS: "B" A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC B.	MIX TYPE: A. CONC T.	MIX TYPE: PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	TEST SPEC. WEIGHT: SAT.	TEST SPEC. WEIGHT: APPROX. DRY	BULK SP. GR.: IN PLACE	BULK SP. GR.: @ 100% COMP.	% COMP.: TEST	% COMP.: REQ.
151	4-2-80	MP. 206			4'	X			3.0	716	1341	1311	2.10	2.34	(89.7)	92
152		" "			4'		X		1.2	289	534	522	2.13	2.33	(91.4)	
153		MP. 206.5		3'		X			1.5					2.34		
154		" "		3'			X		1.5					2.33		
155		MP. 206		8'		X			2.2	654	1210	1187	2.13	2.34	(91.0)	
156		" "		8'			X		1.5	357	662	649	2.12	2.33	(91.0)	
157		MP. 205.5		3'		X			2.3	770	1462	1435	2.12	2.34	(90.6)	
158				3'			X		1.5	320	611	596	2.05	2.33	(88.0)	
159		MP. 205.5			8'	X			2.2	532	996	974	2.10	2.34	(89.7)	
160	4-2-80	" "			8'		X		1.5	341	634	619	2.11	2.33	(90.6)	92

REMARKS: Mix Design - Lab # 22-15221 - All Cores sent to Lab. for testing

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: # 430.00

TEST REPORT DISTRIBUTION:
- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Division Engineer — W. E. Schwartz
- X Resident Engineer — P. F. Burnett
- Dist. Maint. Supt.
- Foreman
- Inspector
- X Geologist — V. Morre
- X Files
- X Boyle
- X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BO- 9547	151B	3.0	2.5	2.06	2.28	90.4	2.40	14.2 5.0
BO- 9548	152	1.3	1.3	2.04	2.22	91.9	2.43	16.0 8.6
BO- 9549	153B	1.5	1.3	2.05	2.23	91.9	2.42	15.3 7.9
BO- 9550	154	1.5	1.4	2.03	2.19	92.7	2.37	14.3 7.1
BO- 9551	155	2.7	2.5	2.08	2.27	91.6	2.42	14.0 6.2
BO- 9552	156	1.6	1.6	2.03	2.22	91.4	2.43	16.5 8.5
BO- 9553	157	3.3	2.4	2.14	2.25	94.7	2.38	10.5 5.5
BO- 9554	158	1.5	1.5	1.94	2.20	88.2	2.40	19.2 8.2
BO- 9555	159B	2.2	2.1	2.05	2.23	91.2	2.37	13.5 5.1
BO- 9556	160	1.5	1.2	2.11	2.31	92.3	2.45	16.7 9.8

REMARKS:

John C. Jenkins
F.C.
Engineer of Materials

LABORATORY

OREGON STATE HIGHWAY DIVISION MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE DATA AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT 10009

80- 9557-65.

DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Hoover Jct.
Cont. No. 9603
Highway: Central Oregon
Contractor: R. L. Houck
Submitted by: P. F. Burnett
Sampled by: H. Eckstein
Samples: RECORD ☒ Final / OTHER ☐
MIX CLASS: "B" A.C.

Prefix No: 23-1127
F.A. Proj. No: State
County: Malheur
Date Submitted: 4-9-80

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE LT.	DISTANCE RT.	MIX TYPE: A. CONC. B.	A. CONC. T.	PMBB	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	SAT.	APPROX. DRY	BULK SP. GR.: IN PLACE	@ 100% COMP.	% COMP.: TEST	REQ.
161	4-2-80	MP. 206			5'	X			2.1					2.34		92
162		" "			3'		X		2.1					2.33		
163		MP. 206.5			9'	X			2.5	621	1162	1152	2.10	2.31	89.7	
164		" "			9'		X		1.5	342	641	629	2.09	2.33	89.7	
165		MP. 205		6'		X			2.1	525	963	942	2.15	2.34	92	
166		" "		8'			X		1.6	371	692	676	2.11	2.33	90.1	
167		MP. 204.5		3'		X			2.8	656	1222	1194	2.11	2.34	90.2	
168		" "		3'			X		1.5	303	576	565	2.05	2.33	88.0	
169		MP. 204		8'		X			2.2	519	1022	1000	2.11	2.34	90.2	
180	4-2-80	" "		8'			X		1.3	302	562	549	2.11	2.33	90.4	92

REMARKS: Mix Design - Lab. # 79-15221 - All Cores except #165 sent to Lab. for testing.

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: 4 387 00

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Division Engineer
X Resident Engineer — W. E. Schwartz
X Dist. Maint. Supt. — P. F. Burnett
Foreman
Inspector
X Geologist — V. Moore
X Files
X Boyle
X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION (In Place / Lab)
80- 9557	161	2.1	2.1	2.08	2.26	92.0	2.33	10.7 / 3.0
80- 9558	162	2.1	2.0	2.08	2.25	92.4	2.39	13.0 / 5.9
80- 9559	163	2.5	2.5	2.06	2.24	92.0	2.38	13.4 / 5.9
80- 9560	164	1.5	1.5	2.01	2.21	91.0	2.40	16.2 / 8.0
80- 9561	166	1.6	1.6	1.99	2.18	91.3	2.42	17.8 / 9.9
80- 9562	167	2.8	2.1	2.11	2.26	93.4	2.37	11.0 / 4.6
80- 9563	168	1.3	1.3	1.97	2.18	90.4	2.40	17.9 / 9.2
80- 9564	169	2.2	2.2	2.08	2.26	92.0	2.37	12.2 / 4.6
80- 9565	180	1.[illegible]	1.[illegible]	2.02	2.20	91.8	2.48	16.9 / 9.5

REMARKS:

John Lee C. Jenkins, P.E.
Engineer of Materials

LABORATORY

OREGON STATE
HIGHWAY DIVISION
MATERIALS & RESEARCH

FORM NO. E-490 (REV 1-70)

SAMPLE AND LABORATORY TEST REPORT FOR BITUMINOUS CORES

LABORATORY REPORT
10010
BC- 9566-74
DATA SHEET NO. BC-00000

SAMPLE DATA

Project: Black Canyon Cr. - Harper J.T.
Prefix No: 23-112'9
Highway: Central Oregon
Cont. No. 7203
F.A. Proj. No: State
Contractor: R.L. Houck
County: Matheur
Submitted by: P.F. Burnett
Sampled by: H. Eckstein
Date Submitted: 4-10-80
Samples: RECORD ☒ Final OTHER ☐
MIX CLASS: B A.C.

TEST NO.	DATE SAMPLED	LOCATION OF TEST: STATION	LINE	DISTANCE: LT.	DISTANCE: RT.	MIX TYPE: A. CONC. B.	A. CONC. T.	PMBS	FIELD TEST RESULTS: PAV. THICKNESS	TEST SPEC. WEIGHT: IN WATER	SAT.	APPROX. DRY	BULK SP. GR.: IN PLACE	@ 100% COMP.	% COMP.: TEST	REQ.
171	4-2-80	MP 203.5		3'		X			2.0	153	562	542	2.05	2.34	87.6	92
172		" "		3'			X		1.2	252	485	473	2.03	2.33	87.1	
173		MP 203.5			3'	X			2.1		Lab. to	Saturate		2.34		
174		" "			3'		X		1.3					2.33		
175		MP 204			3'	X			2.2	562	1018	996	2.18	2.34	93.2	
176		" "			3'		X		1.5	312	645	630	2.08	2.33	89.2	
177		MP 204.5			3'	X			1.8	410	929	926	2.08	2.34	88.8	
178		" "			3'		X		1.5	321	662	642	2.07	2.33	88.8	
179		MP 205			3'	X			2.2		Lab to	Saturate		2.34		
180	4-2-80	" "			3'		X		1.5					2.33		92

REMARKS: Mix Design Lab # 79-15271. All Cores except # 175 sent to Lab. for testing.

LABORATORY REPORT

Date Received: 4-16-80
Date Reported: June 20, 1980
Laboratory Charges: #387.02

TEST REPORT DISTRIBUTION:
- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Division Engineer
- X Resident Engineer — W. E. Schwartz
- X Dist. Maint. Supt. — P. F. Burnett
- Foreman
- Inspector
- X Geologist — V. Moore
- X Files
- X Boyle
- X Fabricators, Inc.

LABORATORY NUMBER	TEST NO.	THICKNESS: AS REC'D	THICKNESS: TESTED	BULK SP. GR.: IN PLACE	BULK SP. GR.: RE-COMPACTED	% RELATIVE COMPACTION	REAL SP. GRAVITY	% VOIDS AFTER RECOMPACTION
BC- 9566	171B	2.0	2.0	1.97	2.21	89.1	2.37	17.4 / 7.5
BC- 9567	172T	1.2	1.2	1.93	2.21	87.3	2.39	19.2 / 7.5
BC- 9568	173B	2.1	2.1	1.96	2.20	89.1	2.38	17.6 / 7.6
BC- 9569	174T	1.3	1.3	1.93	2.18	90.8	2.41	17.8 / 9.5
BC- 9570	176T	1.5	1.5	1.95	2.17	89.9	2.39	18.4 / 9.2
BC- 9571	177B	1.8	1.8	1.99	2.23	89.2	2.39	16.7 / 6.7
BC- 9572	178T	1.5	1.5	1.97	2.17	90.8	2.41	19.3 / 10.5
BC- 9573	179B	2.3	2.3	2.02	2.23	90.6	2.39	15.5 / 6.7
BC- 9574	180T	1.4	1.3	2.04	2.16	92.6	2.38	16.0 / 9.2

REMARKS:

James J. Nedrow E.S.

LABORATORY — Engineer of Materials

Form 81-734-3069

Pg. 1 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80 11194

Data Sheet No. 8791-81/0003-8

Gradation and Asphalt Content - 1" Core

Prefix 23-1127

Project Black Canyon Cr. - Harper Jct.

Laboratory charge # 480-

Highway Central Oregon

Contractor R.L. Houck No. 9003

Date received 5/22/80

Submitted by P.F. Burnett

Date reported June 20, 1980

Source of Material

Sampled or inspected at To be used Class "B" A/C - Top

Sampled or inspected by Quantity represented

Core Laboratory No.	80-9461	80-9464	80-9468	80-9477	80-9505	80-9507
" Field No.	36-T	40-T	46-T	53-T	100-T	102-T
Gradation:						
% Pass 3/4" —	98	100	100	98	100	100
1/2" —	85	97	99	91	94	96
3/8" —	72	91	77	72	77	78
1/4" —	56	78	63	67	62	71
#4 —	47	68	56	58	55	61
#10 —	29	39	34	36	34	37
#40 —	13	16	14	15	16	16
#200 —	5.7	7.8	6.0	7.0	7.7	7.9
% asphalt content including 0.4% Retention —	5.3	6.6	7.0	7.1	5.0	6.6
Percent Compaction	99.6	89.5	92.6	91.7	91.4	87.5
Percent Voids In Place/100% Comp.	19.4/10.1	20.8/8.3	13.4/6.5	19.3/12.0	19.4/11.8	18.0/11.3
AASHTO T 209 Sp. Gr.	2.47	2.40	2.31	2.33	2.37	2.39
Aggregate Sp. Gravity-Calculated	2.68	2.65	2.55	2.58	2.55	2.64

AASHTO T 112 Friable Particles (Ave 12 Cores): 3/4" - #4, 0.03%; 3/8" - #4, 0.17%; #4 - #16, 0.03%

REPORT TO:

- X F.H.W.A.
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- X Region Engineer — W. E. Schwartz
- X Resident Engineer — P. F. Burnett
- District Engineer
- • Materials, Portland
- 2X Files
- X Boyle
- X V. Moore
- X Fabricators, Inc.

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications.

John C. Lorain

Form 81-724-3000

80-11194

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 80-11194
Data Sheet No. 8791-8F/10003-8
Prefix 23-1127
Laboratory charge —

Gradation and Asphalt Content - 4" Core

Project Black Canyon Cr – Harper Jct.
Highway Central Oregon
Contractor R.L. Houck No. 9003
Submitted by P.F. Burnett
Source of Material
Sampled or inspected at
Sampled or inspected by

Date received 5/22/80
Date reported
To be used Class 'B' A/C – Top
Quantity represented

Core Laboratory No.	80-9514	80-9516	80-9522	80-9544	80-9554	80-9572
" Field No.	110-T	112-T	118-T	146-T	158-T	178-T
Gradation:						
%Pass 3/4" –	98	100	100	100	100	100
1/2" –	90	87	94	96	98	92
3/8" –	80	81	87	90	90	86
1/4" –	68	66	70	74	77	71
#1 –	60	55	61	64	67	61
#10 –	36	32	37	39	40	37
#40 –	15	13	15	16	16	15
#200 –	7.4	7.2	7.3	7.9	7.2	7.0
% Asphalt Content including 0.1% retention –	6.4	6.5	6.3	6.7	6.5	6.9
Percent Compaction	90.7	89.5	89.1	89.5	88.2	90.8
Percent Voids In Place/Anticomp.	15.4 6.6	15.7 5.8	18.3 8.3	17.9 8.3	19.2 8.3	18.3 100
AASHTO T209 Sp.Gr.	2.41	2.42	2.40	2.40	2.40	2.41
Aggregate Sp. Gr. - Calculated	2.66	2.68	2.64	2.66	2.65	2.64

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

9003

April 22, 1980

Johnson, Harrang, Swanson & Long
Attorneys and Counselors at Law
101 East Broadway
Eugene, OR 97401

COM 5
Contract #9003

Attention: John B. Arnold

Gentlemen:

Thank you for your letter of April 2, 1980, advising us that your client, L. D. McFarland Co., Ltd., has been paid in full by Roy L. Houck Company for guardrail materials.

This was in connection with a claim filed in the amount of $17,984 plus interest against Contract No. 9003 awarded to Fabricators, Inc., for paving on the Black Canyon Creek-Harper Junction Section of the Central Oregon Highway in Malheur County.

This information will be noted in our records. We will also notify the principal contractor and the surety that this claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:gk

cc: Fabricators, Inc.
2705 Lancaster Dr.
Salem, OR 97303

Industrial Indemnity Company
421 S. W. 6th
Portland, OR 97204

4/22/80 noted on contract card fr

JOHNSON, HARRANG, SWANSON & LONG
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
LESLIE M. SWANSON, JR.
JAMES W. KORTH
STANTON F. LONG
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN
BARRY RUBENSTEIN
R. SCOTT PALMER
MARTHA LEE WALTERS
MICHAEL L. WILLIAMS
TIMOTHY J. SERCOMBE
JOEL S. KAPLAN
A. KEITH MARTIN

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

April 2, 1980

Mr. Robert W. Gormsen
State of Oregon
Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Dear Mr. Gormsen:

This letter is to advise you that our client, L.D. McFarland Company, Ltd., has been paid in full by Roy L. Houck Co. for the ~~materials~~ it supplied in connection with Highway Division Contract No. 9003.

Sincerely,

John B. Arnold

JBA:jh

cc: W.J. Hardcastle,
L.D. McFarland Co., Ltd.
Roy L. Houck Co.
Fabricators, Inc.
Industrial Indemnity

NOTED
R. W. GORMSEN

RECEIVED
APR 7 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROY L. HOUCK CONSTRUCTION COMPANY

HEAVY CONSTRUCTION

AN EQUAL OPPORTUNITY EMPLOYER

2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

March 25, 1980

Johnson, Harrang, Swanson & Long
400 South Park Building
101 East Broadway
Eugene, OR 97401

Attn: John B. Arnold

Dear Sir:

Attached is a copy of our check sent to McFarland Cascade. Obviously your letter and our check crossed in the mail.

We request that you deliver notice of satisfaction of claim to the Highway Dept.

Sincerely,

ROY L. HOUCK CONST. CO.

Roy L. Houck, Jr.
General Manager

RLH:slk
Enclosure

cc Robert Gormson
McFarland Cascade
Kathleen Brophy

RECEIVED
MAR 26 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 19, 1980

TO: Department of Transportation Commission Services,
Oregon State Highway Division and Oregon Secretary of State

Notice is hereby given that L. D. McFarland Company, Ltd., through its sales division, McFarland Cascade, has a claim for guardrail materials it furnished to subcontractor Roy L. Houck Co., aka Roy L. Houck Construction Co., in the sum of $17,984.00, together with interest at 9% per annum from December 19, 1979, against the bond of the principal contractor, Fabricators, Inc., and its surety, Industrial Indemnity Company, for Oregon State Highway Division Contract No. 9003 (Black Canyon Creek - Harper Junction Section of the Central Oregon Highway).

John B. Arnold
Attorney for L.D. McFarland
Company, Ltd.

COPY

RECEIVED
MAR 26 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE	INVOICE NUMBER	DESCRIPTION	AMOUNT	DEDUCTIONS		NET AMOUNT
		Invoice #E-5202-00				9,689.60
		" #E-5202-01				8,294.40
		Interest				430.44
						18,414.44

FABRICATORS INCORPORATED

FABRICATORS INCORPORATED
EQUIPMENT RENTAL & REPAIR
2705 LANCASTER DRIVE N. E. - 363-2479
SALEM, OREGON 97303

Nº 165537

Mar. 20, 19 80

88-1
1232

PAY TO THE ORDER OF

$ 18,414.44

McFarland Cascade
P.O. Box 2667
Eugene, Oregon 97402

FABRICATORS INCORPORATED

NON NEGOTIABLE

U.S. & FOREIGN BANK NOTES SALEM, OREGON 7731
P.S. UNITED STATES NATIONAL BANK
UNITED STATES BANK

RECEIVED
MAR 26 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5417 9003

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 28 1980
NORMA PAULUS
SECRETARY OF STATE

March 24, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
#9003

Mr. John B. Arnold
Johnson, Harfang, Svanson & Long
Attorneys at Law
400 South Park Building
101 East Broadway
Eugene, OR 97401

FILED
MAR 28 1980
NORMA PAULUS
SECRETARY OF STATE

4/11/80 noted on contract card fr

Dear Mr. Arnold:

We have received your letter of March 19, in behalf of your client, L. D. McFarland Company, Ltd., and McFarland Cascade. Also received was a notice of claim in the amount of $17,984 (together with interest) for guardrail materials furnished to Ray L. Houck Company, subcontractor to Fabricators, Inc.

This is in connection with our Highway Division Contract No. 9003, Black Canyon Creek-Harper Junction Section of the Central Oregon Highway in Malheur County. The Industrial Indemnity Company furnished the bond on this contract.

We are sending your notice of claim to the prime contractor, surety and Secretary of State for filing.

Please advise us when this claim has been settled.

RECEIVED
APR 1 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION
ENGINEER

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

RECEIVED
DOT DIRECTOR
MAR 31 '80
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Ad | File

cc: Fabricators, Inc.
2705 Lancaster Drive
Salem, OR 97303

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

bbc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JOHNSON, HARRANG, SWANSON & LONG
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

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A. KEITH MARTIN

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

March 19, 1980

Mr. Gormsen
State of Oregon
Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, OR 97310

Re: Oregon State Highway Department Contract No. 9005
Black Canyon Creek - Harper Junction Section of
the Central Oregon Highway

Dear Mr. Gormsen:

Pursuant to our phone conversation this morning, I enclose a copy of our client's notice of claim relative to the above jcb.

I understand that you will file the notice with the Secretary of State and that you will also notify the principal contractor and its surety.

Thank you for your assistance and cooperation.

Sincerely,

John B. Arnold

JBA:jh
enc
cc: W.J. Hardcastle,
L.D. McFarland Company, Ltd.

RECEIVED
MAR 21 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 19, 1980

TO: Department of Transportation Commission Services,
Oregon State Highway Division and Oregon Secretary of State

Notice is hereby given that L. D. McFarland Company, Ltd., through its sales division, McFarland Cascade, has a claim for guardrail materials it furnished to subcontractor Roy L. Houck Co., aka Roy L. Houck Construction Co., in the sum of $17,984.00, together with interest at 9% per annum from December 19, 1979, against the bond of the principal contractor, Fabricators, Inc., and its surety, Industrial Indemnity Company, for Oregon State Highway Division Contract No. 9003 (Black Canyon Creek - Harper Junction Section of the Central Oregon Highway).

John B. Arnold
Attorney for L.D. McFarland
Company, Ltd.

RECEIVED
COMMISSION
DEPARTMENT OF TRANSPORTATION

#7713

August 28, 1979

Eris Bertram
Route 1, Box 728
Nyssa, OR 97913

Dear Mr. Bertram:

With reference to your August 21 letter, you should be pleased to know that we have recently awarded a $2,250,000 contract to improve a 20-mile section of the Central Oregon Highway from just east of Juntura to Harper Junction. Work is not started on this project at this time but should commence in the near future. The job should be completed before the end of next summer.

There are two other projects in the planning stage on this highway between Burns and Vale. One extends from Beede Reservoir to Drinkwater Pass and is an extension of the recently completed project over Stinkingwater Pass. It is expected that this project will be funded in the near future. The second project runs easterly from Harper Junction towards Vale for approximately 16 miles. We are not certain that funds will be available for this project, but it rates very high on our list.

Lack of funds keep us from doing many of the things we would like to do on our deteriorated highway system. We will continue to do everything possible within our funding limitations to provide safe travelways for motorists.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

WES:vt HSC:ia

bc W. E. Schwartz

Aug. 21, 1979

Gentlemen:

Why don't you do something more than just "patch-work" to the highway between Burns & Vale?!

That road was terrible 40 years ago and it's still terrible!

We rate better roads for our tax dollars in Eastern Oregon than we are getting.

How about it?

Eris Bertram
Rt. 1 Box 728
Nyssa, Ore. 97913

RECEIVED
STATE HWY ENGR
AUG 22'79
REFER TO
Schwartz
FOR
Info | Invest. | R/D | D/R | Sign | Act. | File

RECEIVED
AUG 22 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9003

7

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: June 5, 1979

SUBJECT:
Speery Bridge, 1551
Black Canyon Bridge, 4347A
Sperry Creek Bridge, 4350A
Gold Creek Bridge, 4354A
Squaw Creek Bridge, 4359
Malheur River Bridge, 8259
Malheur River Bridge, 8260
Black Canyon Cr.-Harper Jct. Sec.
[redacted] Highway
Malheur County

In the Black Canyon Creek-Harper Junction project, the following are recommendations for overlaying the structures:

Gold Creek Bridge, 4354 Squaw Creek Bridge, 4359 Malheur River Bridge, 8259	Place 1 inch new overlay.
Speery Bridge, 1551 Black Canyon Bridge, 4347A Sperry Creek Bridge, 4350A Malheur River Bridge, 8260	Remove existing AC wearing surface. Place 2 inches new overlay.

JEB:dh

cc W. E. Schwartz
George Hopkins
Jack Sullivan

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 05 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

REFERRED TO

Beard Stoudenmeyer
Cole Semple
Eriksen Watson
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

01-129-1367

9003 yellow carbon

7

ROAD DESIGN SECTION 378-6558

June 4, 1979

Leonard Wallace
Structures

Lyle Watson
Design Engineer Supervisor

Black Canyon Creek-Harper Jct. Sec.
M.P. 203 to M.P. 223.16
[redacted]
Malheur County

A class "B" Asphalt Concrete overlay, thickness 3", is proposed on this section.

Please review all structures in reference to the overlay. Also we need a recommendation as to guardrail connections at the bridge ends.

LKW:cj

cc: J. Miller

9013 C 7

HIGHWAY DIVISION 378-6558

May 25, 1979

L. L. Wallace
Structures
Kyle K. Watson
Kyle Watson
Design Engineer Supervisor

Black Canyon Creek-Harper Jct. Sec.
M.P. 203.0 to M.P. 223.16
Central Oregon Highway
Malheur County

A plant "E" Asphalt Concrete overlay, thickness 3" is proposed on this section.

Please review the seven structures at Milepoints 203.28, 205.58, 205.83, 208.42, 213.42, 214.46, and 216.78, in reference to the overlay. Also we need a recommendation as to guardrail connections at the bridge ends.

KWatj

cc: Jerry Miller

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 29 1979
ROAD DESIGN SECTION

File

Do Not
Return To
Bring
Action

9803

7

Form 81.784-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Ontario, Oregon

May 18, 1979

FROM: P. F. Burnett
Resident Engineer

TO: Frank Terpin
Location Engineer
Salem, Oregon 97310

SUBJECT: Location Data
Black Canyon Cr.-Harper Jct.
~~Central Oregon Highway~~
Malheur County
Prefix 23-1481-901

Enclosed herewith please find the location data on the above subject section. This includes the following.

2 copies Locating Engineer's Statement
1 copy Narrative Report
1 copy (Each) Estimate Of Cost and Summary Of Quantities
Alternates 1, 2, and 3
1 copy Surfacing Calculation Sheet
1 copy Cross Section Sheets, Pages 1 through 16
1 copy (Each) Photographs
1 copy Statement of Material Sources and S.P Sites

In addition to the quantities shown on our estimate sheet the District Engineer has requested that 2,000 cu. yds. of 3/8" - # 10 rock be crushed and stockpiled for maintenance purposes.

cc: W. E. Schwartz (With copy of location data.)
file

RECEIVED
MAY 21 1979
LOCATION
SECTION

To Final Design

1979 Silver Falls State Pk. 9004
(Dormitory Buildings and
Meeting Hall)

9004

January 27, 1988

CON 5 - 9831, 9854, 9855, 9944, 9935 & 9953

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.: Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dallas-California Highway Guardrail Project in Linn County. [redacted] is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/
Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-11-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); not accepted

5. OSHD 9864;
6. OSHD 9877
7. OSHD 9944 (Ladd Canyon); 8-25-86
8. OSHD 9935 (Tigard-Willamette River); 1-30-87
9. OSHD 9004; and
10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O'Halloran

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 19
COMMISSIO : SERVICES
DEPARTMENT OF TRANSPORTATION

9004

Files

9-2

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

9004

August 28, 1980

U. S. Fidelity & Guaranty Co.
P. O. Box 2459
Portland, OR 97208

OSH 4
#9004

Gentlemen:

Contract No. 9004 awarded to Marion Construction Co., Inc., for park facilities and buildings in Silver Falls State Park in Marion County was completed on August 11, 1980, and accepted by the State Highway Division on August 25, 1980.

Final payment in the amount of $11,858.84 will be released to the contractor after September 2, 1980. The total contract amount is $236,774.48 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

RWG

cc: Marion Construction Co., Inc.
1680 Hanford St., SE
Salem, OR 97[illegible]

bc: C. Y. Kenney
Walt Hart
V. E. Skoog Attn: Dick Haack
C. O. Fredrickson

9004

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Silver Falls State Park	WEEK ENDING: 3/29/80
		SECTION PREFIX: 24-3379
	HIGHWAY: ----	COUNTY: Marion

NAME OF JOB: Silver Falls State Park

KIND OF WORK: Dormitory Buildings & Meeting Hall

CONTRACTOR: Marion Construction Co., Inc.

CONTRACT NUMBER: 9004

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 7/31/79

DATE WORK STARTED: 8/13/79

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 3/31/80

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 268,407.41

ENGINEERING AUTHORIZATION: $ 21,283.41

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 247,124.00

ENGINEERING COST TO DATE: $ 18,441.45

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 236,668.26

PERCENT OF AUTHORIZATION: 87 %

DATE PROJECT WAS COMPLETED: 3/28/80

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: ___ %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Building No. ~~XXXXXXXXX~~	C	D	Meeting Hall					
PERCENT	100	100	100					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	23	Ptly Cldy Showers			
MONDAY	24	Ptly Cldy Warm			
TUESDAY	25	Clear Warm			
WEDNESDAY	26	Cldy Showers			
THURSDAY	27	Ptly Cldy Warm			
FRIDAY	28	Cldy Cool			
SATURDAY	29				

K

RECEIVED
MAR 3 1 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No Activity.
MONDAY 24	Electrician repaired light bldg. C, painters finished door in meeting hall painted roof jacks.
TUESDAY 25	Cleanup, final work, electrician installed dimmer switch cleaned light.
WEDNESDAY 26	Held final inspection in company with Gerald Wimer, Art Gottfried and Jeff Drago OSHD; Jerry Nash Marion Construction Co.; John Hollingsworth, Joe Paiva, Gary Schmidt and Jeanne Foster Parks.
THURSDAY 27	Doing final work as required by final inspection. Restaining door in meeting hall.
FRIDAY 28	No Activity.
SATURDAY 29	No Activity.

REMARKS

Job complete March 28, 1980.

SIGNED Art Gottfried LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

HEAD 2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: August 9, 1979

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

AGENDA
AUG 1 1979
2a

SUBJECT: Silver Falls Conference Center

Silver Falls State Park in the Cascade foothills, about 25 miles east of Salem, has a wide variety of areas and facilities for public use. In addition to the usual picnic areas, campgrounds, and trails around the waterfalls, there are also some unique and very valuable facilities built by the Federal Government (CCC--WPA) during the Depression years. These include a beautiful old lodge building in the central part of the park near the falls and day-use area and two rather extensive "youth camps" located in remote sections of the park in separate, small, beautiful valleys. The youth camps have traditionally been used by youth organizations such as the YMCA, Boy Scouts, church groups, etc. User fees are set at a level designed to cover the costs borne by the state to maintain the facilities. The larger of the two youth camps, Silver Creek, can accommodate 240 campers and staff in rustic, but adequate, facilities. Smith Creek could accommodate 60 campers and staff.

As a part of the 1977-79 budget, Parks proposed an item aimed at rehabilitating these facilities. After almost 50 years of use, the kitchen facilities were badly outdated, roofs needed repair, foundations needed replacing, etc.

Rather than rehabilitate Smith Creek (the smaller of the two areas) for its original intended purpose, Parks proposed redevelopment of the area so that it could be used for a Conference Center. A combination of circumstances generated quick and widespread endorsement of the project. Periodically, newspapers criticize state agencies for spending taxpayers money to send their staffs to meetings, retreats, conferences, etc.--usually at such places as Salishan, Inn at Seventh Mountain, etc. A quality facility located close to Salem could potentially save a lot of money and reduce the consumption of gasoline. In many cases, buses could be used to transport conferees to and from the park.

During the 1977-79 budget period, the kitchen and dining hall at Smith Creek were brought up to modern standards. Utilities were also rehabilitated and two 12-person dorms constructed. Within each dorm, there are six rooms with two single beds, a desk, a closet, two bath-shower combinations, and a small day-room meeting room.

The recently approved 1979-81 budget contains funding for construction of a central meeting hall and two more dorm buildings.

For the first year of its operation, the Conference Center will be able to accommodate groups of up to 32 persons. That includes 24 persons in the dorms, plus 8 in two converted camper cabins. By next fall, when all the improvements will have been completed, the Conference Center will be able to accommodate groups up to 56.

Three parties bid on a two-year contract to provide good service and janitorial services for the facility. A well-known and highly respected food service operator in the Willamette Valley submitted a good bid and is prepared to open the facility the latter part of September.

Our initial rate will be $28 per person per day. Based on preliminary estimates of demand and meetings with other similar operators, this income will cover all costs to the state, including amortiztion of the improvements, a reasonable profit to the operator, and will result in a savings on a per-person, per-day basis to state agencies of $9.45 (based on a maximum daily allowance of $37.45 for state agency personnel).

The Conference Center is a public facility and must, accordingly, be available to the general public. Its primary purpose, however, will be to provide a close-in, quality meeting area for the many state agencies. We believe that the demand by these agencies for the Center will utilize most of the available time. Other public agencies, including schools, cities and counties, and private organizations may also reserve the Center.

The old Smith Creek youth camp was not well used and needed costly repairs. However, we are confident its conversion to a Conference/Training Center will greatly enhance its use and, at the same time, provide a much needed facility.

The purpose of this memo is to bring the Commission up to date on the project and to request approval to schedule public hearings to establish rates and other rules regarding the Conference Center. This matter will be on the agenda for your August 21 meeting.

DGT:srm

NOTED
C. W. HEAD

bc: F. B. Klaboe
Pat Amedeo
L. L. Stewart
C. W. Head
George Bell
Frank Stiles
Gary Schmidt
Jeanne Foster
Warren Gaskill
Larry Jacobson

1979 Coast Range Summit-S. 9005
Fork Gales Cr. Sec., Wilson R.
Hwy. (Gr. & pav.)

9 of 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 2-70		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 1	2-2-81	Project Number TQF-35(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 23, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 169,558.00	$ 165,247.00
Federal funds	$ 149,465.00	$ 145,665.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on final vouchers.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of February, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Ernie Valach, Acct.

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon January 28, 1981

Federal Aid Project
No. TOF-35(7)

Coast Range Summit - S. Fork Gales Cr. Section
Wilson River Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y006
Roadway (Sta. 1798+48 to Sta. 1804+50)
(Sta. 1925+50 to Sta. 1931+50)

Subtotal of previous estimate of August 3, 1979		$149,391.00
	SUBTOTAL	$149,391.00
	Engineering	15,856.00
	TOTAL	$165,247.00

Length of project ---------- 0.0 mile

Federal Funds ----------	$145,665.00
State Funds ----------	19,582.00
TOTAL	$165,247.00

Group 1-100%
Contract No. 9005
Prefix 34-1982 P.E.
34-1987 P.E.
34-1036 Const.

9005

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	Oregon
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	County: Washington
8-153	FEDERAL-AID PROJECT AGREEMENT	Project No.: TQF-35(7)
	8-16-79	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 6, 1.3 mi. E. of Tillamook Co. Ln. E. 4.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 169,558.00	$ 149,465.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. S. Wilson

Asst. State Highway Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glenn W. Crook
(Division Administrator)

Date executed by Division Administrator 8-16-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 3, 1979

Federal Aid Project
No. TQF-35(7)

Coast Range Summit-S. Fork Gales Cr. Section
Wilson River Highway
Washington County

Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 1798+48 to Sta. 1804+50)(Sta. 1925+50)
(Sta. 1931+50)

Mobilization (8%)	All Required		$ 12,000.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Temporary Signs	538 Sq.Ft.	8.00	4,304.00
Temporary Barricades	4 Each	200.00	800.00
Temporary Delineators	14 Each	20.00	280.00
Flagmen	250 Hour	20.00	5,000.00
Clearing and Grubbing	All Required		10,200.00
Embankment Foundation Excavation	250 Cu.Yd.	10.00	2,500.00
Borrow Excavation	3,140 Cu.Yd.	3.00	9,420.00
General Excavation	4,785 Cu.Yd.	3.80	18,183.00
Trench Excavation	50 Cu.Yd.	10.00	500.00
Finishing Roadbed and Slopes	All Required		7,300.00
Aggregate Shoulders	230 Cu.Yd.	14.80	3,404.00
Cement Treated Subgrade	2,350 Cu.Yd.	3.90	9,165.00
Cement for Treated Subgrade	83 Ton	85.00	7,055.00
Aggregate for Treated Subgrade	760 Cu.Yd.	15.00	11,400.00
Class "B" Asphalt Concrete	525 Ton	40.00	21,000.00
12-inch Culvert Pipe	100 Lin.Ft.	15.00	1,500.00
18-inch Culvert Pipe	42 Lin.Ft.	20.00	840.00
24-inch Culvert Pipe	24 Lin.Ft.	40.00	960.00
Guard Rail, Type 2A	750 Lin.Ft.	15.00	11,250.00
Guard Rail Anchors, Type 1	2 Each	325.00	650.00
Guard Rail Anchors, Type 2	2 Each	450.00	900.00
Rail End Pieces, Type C	2 Each	200.00	400.00
Delineators	14 Each	20.00	200.00
Roadside Seeding and Mulching	1 Acre	1,200.00	1,200.00
			$148,491.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 900.00
	Subtotal	$149,391.00
	Engineering	20,167.00
	Total	$169,558.00

Oregon State Highway Division
Salem, Oregon, August 3, 1979

Federal Aid Project
No. TQF-35(7)

Length of Project - - - - - - 0.00 Mi.

Federal Funds (88.15%) -	$149,465.00
State Funds -	20,093.00
Total	$169,558.00

Group 1 - 100%
Contract No. 9005
Prefix 34-1982 P.E.
Prefix 34-1987 P.E.
Prefix 34-1036 Const.

#9005

March 19, 1980

Fidelity & Deposit Co. of Maryland
500 N.E. Multnomah, Suite 1000
Portland, OR 97232

COM 5
Contract #9005

Gentlemen:

On March 4, 1980, we wrote to you concerning release of final payment on Contract No. 9005 awarded to C. G. Gredvig, Inc. for work on the Coast Range Summit-South Fork Gales Creek Section of the Wilson River Highway in Washington County.

Final payment on this contract is $6,101.88 and the total contract amount is $140,317.52. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: C. G. Gredvig, Inc.
4935 Kahneeta Ct.
Portland, OR 97219

bc: C. T. Keasey
Walt Hart
Ed Marét

9005

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats No. 8841	Malheur River (Clark Lane) Bridge Harney County	February 11, 1980
Fred H. Slate Co. No. 8756	Remote Section Coos County	February 11, 1980
J. C. Compton Co. No. 8675	Lincoln County Line-Heceta Head Lincoln & Lane Counties	February 11, 1980
Baker Rock Crushing Co. No. 8774	Tualatin Valley Hwy.-S. Nectarine St. (Cornelius) Washington County	February 12, 1980
Jarl Const., Inc. No. 8910	Moro Rock Production Sherman County	February 12, 1980
Hamilton Construction Co. No. 8869	No. 1 Drain & Lost River Diversion Channel Bridges Klamath County	February 18, 1980
R. A. Hatch Co. No. 8767	Agate Beach-NE 20th St. (Newport) Lincoln County	February 19, 1980
Morse Bros. Lincoln Ready Mix, Inc. No. 8983	Depoe Bay (Ellingson St.-Coast Ave.) Lincoln County	February 20, 1980
DANCO Construction, Inc. No. 8920	Hubbard/Broadacres Rd.-Case Rd. Marion County	February 22, 1980
Hamilton Electric, Inc. No. 8931	Pac. Hwy. W @ 19th St. (McMinnville) Yamhill County	February 22, 1980
Central Oregon Pavers, Inc. No. 8932	Crook Co. Line-Ochoco Cr. & Prineville-Dry Creek Crook County	February 22, 1980
Hertz Electric, Inc. No. 8965	Silverton Rd. NE @ Cordon Rd. Marion County	February 25, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const.Co. No. 8942	Ochoco Hwy.-Ochoco Ranger Station Crook County	February 25, 1980
J. B. Steel, Inc. No. 8831	Portland St.-S. 6th Bikeway (Klamath Falls) Klamath County	February 26, 1980
Hamilton Electric,Inc. No. 8911	Wilsonville Rd. @ Boones Ferry Rd. (Wilsonville) Clackamas County	February 26, 1980
Houck-McCall Corp. No. 9047	Long Butte Rock Production Deschutes County	February 27, 1980
Mill Plain Electric, Inc. No. 8846	Cape Creek Tunnel Lane County	February 28, 1980
Cascade Const. Co.,Inc. No. 8752	Pac. Hwy. W-SW 3rd St. (Sherwood) Washington County	February 29, 1980
L. W. Hembree Co. No. 8858	NW St. Helens Rd. @ NW Bridge Ave. Multnomah County	February 29, 1980
C. G. Gredvig, Inc. No. 9005	Coast Range Summit-S. Fork Gales Cr. Washington County	March 4, 1980
Eucon Corp. No. 8886	Pendleton-McKay Reservoir Umatilla County	March 7, 1980
Hamilton Electric,Inc. No. 8930	Empire/Coos Bay Hwy. @ K-Mart Access (Coos Bay) Coos County	March 7, 1980
Copeland Paving,Inc. No. 8896	Watkins St., Schumacher St., Kerby St. (Cave Jct.) Josephine County	March 7, 1980
F. H. McEwen Const.Co. No. 8761	Wagontire-Lake County Line Harney & Lake Counties	March 10, 1980

March 11, 1980

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction DEPT. 378-6318 TELEPHONE

FILE: CON 5 #9005

TO: James Cochell
Resident Engineer

DATE: January 14, 1980

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: Coast Range Summit-S. Fork
Gales Creek
FAP No. TQF-35(7)
Contract No. 9005
Bid Item #14 - Cement
Treated Subgrade

Record tests indicate the depth of the in place cement treated subgrade to be substantially less than the 12 inch nominal depth specified.

Only one test was taken in each of two areas treated. Will you please have an additional 2 to 3 depth checks taken at random in each area in order that the nominal depth of treatment can be determined.

This item is paid for on a square yard basis. Using the two tests results now on record would result in a substantial reduction in price for acceptance.

MDG:fr
Att.
cc: Marion Craft (w/att.)
John Jenkins
Clarence Eshelman (w/att.)
Files

FORM E-49 h (2-66)

OREGON STATE HIGHWAY DEPARTMENT

BPR FINAL RECORD—DEPTH AND WIDTH TEST

Section COAST RAD SUMMIT - 5 FAIRGROUNDS County LINN FAP No. STATE

Highway WILSON RD. Contract No. 9005 BPR Representative EISENMAN

Resident Engineer FISCHER Date Submitted 11-14-79 Submitted by J. SARGENT

Date	Type of Material	Size of Material	Hwy. Type 2 Lane	Hwy. Type 4 Lane	Station	Distance in Ft. from ℄ Lt.	Distance in Ft. from ℄ Rt.	DEPTH Specified Inches	DEPTH In Place Inches	WIDTH Specified Ft.	WIDTH In Place Ft.	Tested By
11-1-79	CEMENT TREATED TURNOUT	1" - 0	X		1802 —	18'	—	12"	10"	16'	16'	J SARGENT
"	"	"	X		1930 —	16'	—	"	8½"	"	17'	"
											turnouts	
By the Linn Yard												

Deficiency — Slow moving vehicle office + they Contractor called Cochrell's other work checks in

Soil Thea have no for job control

Remarks: Job is 0.2 mile long two separate sections

/s/ Bergs 12-4-80

9005

12-21-79

37

STATEMENT OF OVER/UNDERRUNS

Cornet Range Summit-S. Fork Gales Creek
Wilson River Hwy.
Washington County
Contract: 9005 Prefix: 034-1036

Item	Unit	Original	Semi-final	% (+ or -)
		SUMMARY		
Bid Items	$	148,491.00	141,490.15	- 5
Anticipated Items	$	900.00	0.00	- 100
Contingencies	$	6,722.60	1,200.00	- 82
Engineering	$	13,445.19	7,000.00	- 48
Total	$	169,559.79	149,690.15	- 11

All substantial changes were evaluated and none were found to have meaningfully affected the total project cost.

1 Vorstieg ✓
Anderson
Copy Christensen E.E.
Olson
Copy Sullivan E.E.
Terpin
Trout
Wakerlig

RECEIVED
DEC 21 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

400

FO 4M 81-784-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Coast Range Summit-S. Fork Gales Creek		WEEK ENDING: 12/8/79
		SECTION PREFIX: 34-1036
HIGHWAY: Wilson River		COUNTY: Washington
NAME OF JOB: Coast Range Summit-S. Fork Gales Creek	KIND OF WORK: Grade, Pave	
CONTRACTOR: C.G. Gredvig, Inc.	CONTRACT NUMBER: 9005	FEDERAL AID PROJECT NUMBER: TQF-35(7)
DATE OF CONTRACT: 7/31/79	DATE WORK STARTED: 8/9/79	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 75
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 83
PROJECT AUTHORIZATION: $ 169,558.79		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 156,113.60	ENGINEERING AUTHORIZATION: $ 13,445.19	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 143,590.15	ENGINEERING COST TO DATE: $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85
ESTIMATED PERCENT UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 52%	DATE PROJECT WAS COMPLETED: 10/26/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.			
100	100	100	100	100			

	GRADING	Treated Sub Grade	Paving		
MILES IN PROJECT	0.23	0.23	0.23		
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.23	0.23	0.23		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,785	2,350	525		
TOTAL QUANTITIES CORRECTED TO DATE	4,306	2,461	530		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,306	2,461	530		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 11 1979
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final will be sent next week. This is the LAST REPORT on this project.

CC: Construction
FHWA
Region
File

SIGNED J.W. Cochell for: J.W. Cochell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-7216

Department of Transportation
STATE HIGHWAY DIVISION

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No CON 5

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

DATE: November 21, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. TQF-35(7)

Contract 9005, Work Completed October 26, 1979

Project Coast Range Summit-S. Fork Gales Creek

Highway Wilson River

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-30-79
213

G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

Keasey | Richards
Jackmond | Berg
Hopkins | Inlows
Williams | Widmer
Johnson | Gebauer
Glenn | Church

RECEIVED
DEC 4 1979
CONSTRUCTION
BRANCH

Form 734-2122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-35(7)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90067 & 90068

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	10-18-79	Primary 35	Primary 37

GENERAL LOCATION:
Coast Range Summit to South Fork Gales Creek Section

GENERAL DESCRIPTION OF WORK:
Furnish and install required permanent signing for slow vehicle turnout lanes.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~ ~~XXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of October 18, 1979, as requested in Mr. Keasey's letter of October 29, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,200 - Federal Funds $1,058.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79	G. K. Brasier	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970 81-918

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF-35(7)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.: 90067 & 90068

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
FOR
Info | Inves | R/D | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	7-3-79	Primary 35	Primary 37

GENERAL LOCATION:

Coast Range Summit to South Fork Gales Cr. Sect.

GENERAL DESCRIPTION OF WORK:

Shoulder Improvements

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping (SF) $900

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7-2-79 request and certifying statements are accepted.

PS&E coduments for the subject project have been reviewed and are approved at a total estimated cost of $186,556 Federal Funds $164,449.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-3-79	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-767

July 2, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Authorization Request

PS&E documents have been submitted to your department for the following federal aid projects and, accordingly, we are requesting your authorization to advertise for bids to be received on July 26, 1979, in accordance with FHPM 6-4-1-6, Paragraph (7).

F-15(3)	Siskiyou Blvd.-Park St. Section
TOF-35(7)	Coast Fork Summit-S. Fork Gales Cr. Section
HES-21-3(3)	Greenwood Ave. @ 8th St. (Bend) Section

We plan to advertise the following Secondary Road Plan projects at the same time:

BRS-115(1)	N. & S. Fork Coyote Cr. Bridges
RS-A733(3)	Youngs River-Falls Bridge

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Specified products are included in these projects that have been approved in FHPM memorandum dated March 9, 1964 and supplements thereto. A public interest finding has been made for their use.

All necessary arrangements have been made for all utility and rail-road work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject projects will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:dmc

9105

37

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 17, 1979

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Coast Range Summit Section
Wilson River Highway (Turnout Lane)
Washington County
Prefix: 04-1987

The narrative indicates that 12-foot travel lanes and a 4-foot paved shoulder will be constructed westbound. I would like to see as much of the gravel shoulders paved as feasible.

DES:ge

REFERRED TO
Beard ___ Cloudenmeyer ___
Cole ___ Sample ___
✓ Eriksen F.E. ___ Watson ___
Hagar ___ Dorn ___ Lau ___
Return ___ Discuss ___ Do ___ File Copy ___ Due ___
BY FINAL DESIGN ENGINEER

Versteeg ___
Anderson ___
Christensen ___
Olsen ___
Sullivan ___
Terpin ___
Trout ___
Wakefield ___

RECEIVED
APR 18 1979
ROAD DESIGN SECTION

Date Rec'd ___
Comm. T. ___
Sing Up ___ / ___
Action ___

Told Shaffer turnout lane is widening on one side of road only – no overlay of existing – no shoulder paving on opposite side of road. He says O.K.
F.E.

9005

37

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97202
March 30, 1979

FILE:

FROM: C. J. Eshelman
Region I/Metro Geologist

TO: Max Klotz
Technical Services Engineer

SUBJECT: Final Soils and Material Reports
Gales Creek (MP. 36.6)
Prefix 34-1982
Coast Range Summit (MP. 34.2)
Prefix 34-1987
Wilson River Highway No. 37
Washington County

Attached is the Final Soils and Materials Reports on the Subject section.

1 Versteeg ✓
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
JUN 14 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Clarence Eshelman
Region I/Metro Geologist

Ron Jennison

By: Ron Jennison
Field Geologist

Attachments
cc: E.L. Hardt
J.H. Versteeg ✓
F.E. Terpin
C.J. Gregg
E.C. Purdy
File

FINAL SOILS AND MATERIALS REPORT
Gales Creek (MP 36.6) Prefix 34-1982
Coast Range Summit (MP 34.2) Prefix 34-1987
Wilson River Highway
Washington County

1. TYPICAL SOILS: The typical soil is a SANDY-SILTY-CLAY based upon field classification and Laboratory Reports No. 79-2771, 79-2772.

2. GRANULAR MATERIAL: The only granular material that should be encountered is at Station "L" 1805 + 50. This section will be in rock cut on the left side of centerline. Most of this material appears rippable, however, some minor amount of drilling and blasting may be necessary.

   There will be approximately 5,800 cu yds of excess material to be wasted. This material can be disposed of at the old quarry site at Station "L" 1915 or at the turn-out at Station "L" 1812.

3. BASE DESIGN: Soils Laboratory Reports No. 79-2771, 79-2772 from a sample taken at Station "L" 1929 + 50 was used to complete the attached Base Design. The condition of the existing pavement is fair to good.

4. SLOPE DESIGN: Some slope failures, rock slides, and landslides exist in the area. However they occur beyond the limits of the proposed projects, or on the opposite side of the highway to proposed work areas and should cause no problems. The fill sections proposed between Stations "L" 1799 + 50 and "L" 1806 + 50 should be of most concern. Shallow fills with 1 1/2 : 1 slopes are planned over the present slopes which are of relatively soft material. The existing fill material appears to be mostly good quality pit run rock, but shows lack of compaction on the slopes. The proposed fill material should be placed on a compaction bench within the existing slope material.

5. DRAINAGE: The abandoned quarry site at "L" 1915 has a slight ponding problem, which could be eliminated by disposing of the excess material there. The drainage in the remaining areas is adequate, because of the steep terrane, and no problems are anticipated.

6. MATERIAL SOURCES: There are no State owned sources available for these projects. The following is a partial list of qualified commercial sources which could provide the material.

   Oliver Jack Quarry (Banks Rock Products)
   Bank Quarry
   Grabhorn (L.H. Cobb)
   Cascade Construction

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Coast Range Summit-S. Fk. Gales Cr.

Highway: Wilson River #37

County: Washington

Prefix: 34-1987

Res. Engr. E. Purdy

Date May 4, 1979

Twenty Year
Traffic Coefficient 9.6

18 kip s.a. per day 227.7

R Value 12

Frost Penetration - - - -

CBE Total Requirement 30.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Stage)	4.0
4.0"	A.C. (Cl. B)	8.0
12.0"	Soil Cement	18.0
18.0"		30.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Gales Creek Section — Hole No. 1
Highway Wilson River No. 37 — County Washington — Bridge No.
Location "L" 1929+50 31' Lt 8' above pavement — Prefix 34-1982-910
Ground Elevation — Angle Vertical — Equipment Used Hand Auger
Engineer Purdy — Purpose of Work Base Design
Started 3-19-79 — Completed 3-19-79 — Drillers Jennison, Jackson
Drive Sampler O.D. — I.D. — Hammer Weight 20lbs — Fall 18"
Other Testing Equipment: Type — Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TRIAXIAL, ETC. / WEATHERING / JOINTING OR PARTICLE SIZE / % NAT. MOISTURE, LIQUID LIMIT, P.I. / COLOR / TEXTURE	SAMPLING METHOD, SIZE	Feet	BLOWS / SAMPLED FT.	% RECOVERY / RECOVERY FT.	CASING SIZE AND DEPTH / WATER LEVEL	METERS / FEET DEPTH	GRAPHIC LOG	REMARKS (Additional Physical Details: Water return, consistency, dilatency, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.)
	Soft / Brown			4 / 1			0		0-2' SILTY-CLAY
				2 / 1					one 3" rock
				4 / 1			2		2-7½' SILTY-CLAY
	Soft / Mottled Light Brown			5 / 1	100 %	Dry hole			occasional 2" gravel
				4 / 1			4		
				8 / 1			6		
									Bottom of hole (Dry)
							8		
							10		

"M"—Oregon Miniature Pile Tests—No. .....
"N"—Standard Split-Barrel Sampler Tests—No. .....
"U"—Undisturbed Samples—No. .....
"C"—Core Sample .....

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ken Jennison — Date 3-20-79

Form E-807 (3-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Coast Range Summit — Hole No. 1
Highway Wilson River No. 37 — County Washington — Bridge No.
Location "L" 1800 ~ 50' Lt (on Slope) — Prefix 34-1987-910
Ground Elevation — Angle Vertical — Equipment Used Probe
Engineer Purdy — Purpose of Work Slope Design
Started 3-19-79 — Completed 3-19-79 — Drillers Jennison, Jackson
Drive Sampler O.D. — I.D. — Hammer Weight 20 lbs — Fall 18"
Other Testing Equipment: Type — Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TRIAXIAL, ETC. / WEATHERING / JOINTING OR PARTICLE SIZE / % NAT. MOISTURE, LIQUID LIMIT, P.I. / COLOR / TEXTURE / SAMPLING METHOD, SIZE	Feet	BLOWS / SAMPLED FT.	RECOVERY FT. / % RECOVERY	CASING SIZE AND DEPTH / WATER LEVEL METERS	0 FEET DEPTH	GRAPHIC LOG	REMARKS — Additional Physical Details: Water return, consistency, dilatency, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
Soft / Medium / Soft / Medium Firm		7	1			2		0-7' Old Fill Slope Several Boulders exposed Soil SILTY-CLAY Wet ground
		15	1			4		
		10	1			6		
		8	1			8		
		10	1					
		11	1					
		14	1					

"M"—Oregon Miniature Pile Tests—No. .....
"N"—Standard Split-Barrel Sampler Tests—No. .....
"U"—Undisturbed Samples—No. .....
"C"—Core Sample .....

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison

Date 3-20-79

Form E-869 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Coast Range Summit — Hole No. 2
Highway Wilson River No. 37 — County Washington — Bridge No.
Location "L" 1800 ~ 90' Lt. (Toe of Slope) — Prefix 34-1987-910
Ground Elevation — Angle Vertical — Equipment Used Probe
Engineer Purdy — Purpose of Work Slope Design
Started 3-19-79 — Completed 3-19-79 — Drillers Jennison, Jackson
Drive Sampler O.D. — I.D. — Hammer Weight 20 lbs — Fall 18"
Other Testing Equipment: Type — Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TRIAXIAL, ETC. / WEATHERING / TORVANE	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE / LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	Feet	BLOWS / SAMPLED FT.	RECOVERY FT. / % RECOVERY	CASING SIZE AND DEPTH / WATER LEVEL METERS	DEPTH FEET	GRAPHIC LOG	REMARKS: Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
Soft							7	1			0		0-7'
Medium Firm							11	1			2		Toe of proposed Fill
							5	1					Several Boulders exposed
Soft							7	1					Soil SILTY-CLAY
							5	1			4		Wet ground
							5	1					
							8	1			6		
											8		

"M"—Oregon Miniature Pile Tests—No. .....
"N"—Standard Split-Barrel Sampler Tests—No. .....
"U"—Undisturbed Samples—No. .....
"C"—Core Sample .....

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison

Date 3-20-79

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 79- 2771
Prefix No. 34-1982-910

Project: Gales Creek
Highway: Wilson Riv.
County: Washington
Contractor: Contract No.
F. A. Project No.
Submitted by: C. J. Eshelman
Date Reported: 3-29-79
Laboratory Charges: 56.50

2 Plastic Bags — REPORT ON SAMPLE OF Soil As Received

Source of material: Sta. "L" 1929+50, 31' Lt, 8' above Pavement
Sampled or inspected at: Depth: 0-7½"
Data No. 17384
To be used: Subgrade
Date received 3-21-79
Sampled or inspected by: R. Jennison 3-19-79
Quantity represented

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190					Mech. Anal. T-88	
L. L. T-89	51	Moisture %	39.2				Sieve Size	% Passing
P. I. T-90	10	Exudation Press. psi	95				4	
Sp. Gr. (Le Chat.)	2.70	Expansion Pres. CT in	0.0				3	
Sand Equiv.		Displacement	3.3				2	
Class. M-145	A-5	Compaction, psi	10				1½	
Organic %		"R" Value	5				1	100.0
Nat. Moist.	39.2 %	Density pcf	80.3				¾	99.9
Los Angeles Abrasion	T-96	Water loss ml.	0				½	99.2
Grading	% Wear	Comp. water					⅜	99.1
Oregon Degradation		loss at blows	–				¼	98.8
P20 %	Ht. in.						4	98.6
							10	80.7
Moist.-Density Relations							40	68.5
T-99 ☐ T-180 ☐ Harvard ☐							60	60.1
Dry Density pcf	% Moisture						200	44.1

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	19.3 %
Coarse sand, 2.0 to 0.42 mm.	15.1 %	12.2 %
Fine sand, 0.42 to 0.074 mm.	30.2 %	24.4 %
Silt, 0.074 to .02 mm.	15.7 %	12.6 %
Silt, 0.02 to 0.005 mm.	14.6 %	11.8 %
Clay, smaller than 0.005 mm.	24.4 %	19.7 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☐ Files
- x Gregg
- x Eshelman

Remarks

Justin C. Jenkins
Engineer of Materials

SP*66036-734

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

19- 2772

Project: Coast Range Summit
Highway: Wilson Riv.
Contractor: Contract No.
Submitted by: C. J. Eshelman

Laboratory No. Prefix No.: 34-1987-910
County: Washington
F. A. Project No.:
Date Reported: 3-29-79
Laboratory Charges: 56.50

2 Plastic Bags — REPORT ON SAMPLE OF Soil As Received

Source of material: Sta. "L" 1929+50, 31' Lt, 8' above pavement
Sampled or inspected at: Depth: 0-7½"
To be used: Subgrade
Sampled or inspected by: R. Jennison 3-19-79

Data No.: 17384
Date received: 3-21-79
Quantity represented:

TEST RESULTS

SOIL CONSTANTS		Expansion Pressure and "R" Value T-190	
L. L. T-89	51	Moisture %	39.2
P. I. T-90	10	Exudation Press. psi	95
Sp. Gr. (Le Chat.)	2.70	Expansion Pres. CT in	0.0
Sand Equiv.		Displacement	3.3
Class. M-145	A-5	Compaction, psi	10
Organic	%	"R" Value	5
Nat. Moist.	39.2 %	Density pcf	80.2
Los Angeles Abrasion	T-96	Water loss ml.	0
Grading	% Wear	Comp. water	
Oregon Degradation		loss at blows	-
P20	%, Ht. in.		

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	100.0
¾	99.9
½	99.2
⅜	99.1
¼	98.8
4	98.6
10	80.7
40	68.5
60	60.1
200	44.1

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	19.3 %
Coarse sand, 2.0 to 0.42 mm.	15.1 %	12.2 %
Fine sand, 0.42 to 0.074 mm.	30.2 %	24.4 %
Silt, 0.074 to .02 mm.	15.7 %	12.6 %
Silt, 0.02 to 0.005 mm.	14.6 %	11.8 %
Clay, smaller than 0.005 mm.	24.4 %	19.7 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☐ Files
- x Gregg
- x ~~Eshe~~lman

Remarks

John C. Jackson
Engineer of Materials

SP*66056-734

9005 37

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-8231
TELEPHONE

TO: FRANK TERPIN
Location Engineer - Salem

DATE: March 27, 1979

FROM: R. T. EWEN
Metro Location Engineer

SUBJECT: Survey Submittal
Gales Creek Section
[redacted] Highway
Turnout Lane
Washington County
Prefix: 34-1982

Submitted herewith is the field location survey and estimate for subject project. Included in the data are as follows:

1 Roll, Vicinity Map and Profile

1 Roll, Cross-Sections

1 Folder, Location Estimate

1 Book, Field Notes

1 Roll, Sepia, Alignment Shift Plan (Void)

Please refer to the narrative report and the various studies that we have performed in order to obtain a project within the funding allowances. The programmed funding for this project is $90,000. The cost of the project, as submitted, in keeping with the minimum requirements and the assessment, will be over the funding by $1,400.

We suggest that this project be programmed and contracted together with the summit turnout lanes previously submitted. I believe that a contract can be accomplished within our funding limits if both projects are combined.

Please advise if any significant changes are anticipated in these surveys during design. We have worked closely with Region I and District Maintenance offices to obtain a satisfactory plan.

Please advise if any further information is desired.

pq

cc Max Klotz
Earl Purdy
Ed Hardt

RECEIVED
MAR 28 1979
LOCATION SECTION

To Christensen 3-26-79

90-5

37

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

TO: FRANK E. TERPIN
Location Engineer - Salem

DATE: March 19, 1979

FROM: R. T. EWEN
Metro Location Engineer

SUBJECT: Coast Range Summit Section
~~Wilson River Highway~~ (Turnout Lane)
Washington County
Prefix: 34-1987

To Christensen 3-22-79

Attached herewith is completed location survey for subject project and supporting data as follows:

1 Roll, Mylar, Vicinity Map and Profile

1 Roll, Henskin, Cross-Sections

1 Folder, Location Estimate and Data

1 Book, Field Notes

As mentioned in the Narrative Report, the original long turnout lane was downscoped to a minimum 600-foot length and thus reducing the cost of the project from $125,000 to $83,000. We attempted further down-scoping, however we were unable to come within the funding allocation. It is requested that if this turnout lane is constructed that additional funds be investigated to meet the minimum project as submitted, totalling $85,500.

This project and survey have been reviewed by Bill Geibel, District Engineer and the Metro Design Offices. Please advise prior to any significant changes that might be anticipated.

If further information is desired please advise this office.

RECEIVED
MAR 21 19..
LOCATION
DESIGN

pq

cc Earl Purdy
Bill Geibel
Max Klotz

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

1-8-79

FEDERAL AID PROJECT NO. TQF-35(6)

STATE P[illegible]CT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90068

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-8-79	Primary 35	Primary 37

GENERAL LOCATION:
Coast Range Summit Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-18-78 letter, you are authorized to proceed with the above work at a TEC of $5,000 with Federal participation limited to $4,400 subject to recommendations contained in the project assessment.

Swan 1-15

NOTED F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-8-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1979 Siskiyou Blvd.-Park St. 9006
(Ashland) Sec., Green Springs
Hwy. (Gr., pav. signing & sig.) #2

C & A 4187 3-31-71
C & A 6797 1-25-79

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/17/83	W. N. Bryant, Area Engineer	F-15(3)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/30/80	11/6/81	72 %	325 CWD

APPROVED EXTENSIONS	LOCATION
NONE	SR 66, Jct. SR 99 (Ashland) East 0.55 mile

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JAN 24 83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SISKIYOU BLVD. - PARK ST. (ASHLAND)
GREENSPRINGS HIGHWAY
Grade, Pave, Sign, and Signal

WW 1/26

Work completed under this project consisted of reconstruction of an existing 2-lane section to a 5-lane curbed section and reconstruction of an existing traffic signal.

A contract in the amount of $780,338.35 was awarded M. C. Lininger & Sons, Inc., Medford, Oregon on 7/31/79. Work began on 8/20/79 and was completed in reasonable close conformance with the approved plans and specifications including approved changes on 9/30/80 at a final estimated cost of $936,544.69 which includes $773,543.86 for bid items, $5,055.40 for price agreements, $6,412.64 for extra work, $46,742.79 for State Force Orders and $104,790.00 for engineering.

A total of 234.5 calendar work days were used in completing the work as compared to the 325 calendar work days specified.

Project records indicate that all materials incorporated into the work were in reasonable close conformance with the approved specifications.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	W. N. Bryant Area Engineer		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer	
W. N. Bryant			G. K. Hossner		
TITLE		DATE	TITLE		DATE
Area Engineer		1/21/83	Field Operations Engineer		1/21/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9006

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 12-180		County: Jackson
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: F-15(3)
MODIFICATION NUMBER: 1	12/10/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 31, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~893,912.00~~	$ ~~935,604.00~~
Federal funds	$ ~~787,983.00~~	$ ~~824,734.00~~
Other revisions		

This modification is made for the following reasons: to include approved costs for City of Ashland Aerial Power Line Relocation.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 8, 1981

Federal Aid Project
No. F-15(3)

Siskiyou Blvd.-Park St. (Ashland) Section
Green Springs Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203-6204 Optional
Roadway (Sta. 0+00 to Sta. 29+20)

Subtotal of previous estimate of August 22, 1979		$787,588.35
Approved Additional Items		
Power Line Relocation (City of Ashland)	All Required	$ 41,692.00
SUBTOTAL----------		$829,280.35
Engineering ----------		105,383.65
(Sig. Cont. Testing) Engineering --------		940.00
TOTAL ----------		$935,604.00

Length of Roadway ---------- 0.553 mi.
Cost of Roadway Per Mile -----$1,691,869.80

Federal Funds ----------	$824,734.00
State Funds ----------	110,870.00
TOTAL	$935,604.00

Group 1 95%; Group 8 5%
Contract No. 9006
Prefix: 15-1933
Prefix: 15-1013

9006

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to
MONTHLY TRANSACTION NO. 9-106	FEDERAL-AID PROJECT AGREEMENT 8-31-79	County Jackson
		Project No. F-15(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99. (Ashland), E.O. mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-3-79	0.553
OTHER *(Specify)*		

FUNDS Pro Rata 88.15 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 893,912.00	$ 787,983.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

xx For H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 8-31-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 22, 1979

Federal Aid Project
No. F-15(3)

Siskiyou Blvd.-Park St. (Ashland) Section
Green Springs Highway
Jackson County

Project Agreement Estimate

Type Code 6203 - 6204 Optional
Roadway (Sta. 0+00 to Sta. 29+20)

Mobilization	All Required		$ 60,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	545 Sq.Ft.	9.00	4,905.00
Temporary Barricades	9 Each	100.00	900.00
Temporary Traffic Signal	All Required		5,500.00
Temporary Plastic Safety Markers	50 Each	95.00	4,750.00
Flagmen	1,500 Hour	20.00	30,000.00
Clearing and Grubbing	All Required		7,000.00
Removal of Structures and Obstructions	All Required		7,500.00
General Excavation	14,135 Cu.Yd.	2.85	40,284.75
Trench Excavation	606 Cu.Yd.	12.50	7,575.00
Finishing Roadbed and Slopes	All Required		1,000.00
Furnishing and Placing Topsoil	380 Cu.Yd.	7.00	2,660.00
Watering	170 M-gal.	6.00	1,020.00
Aggregate Base	1,680 Ton	7.85	13,188.00
Treated Base Mixture	10,400 Ton	13.20	137,280.00
Cement in Treated Base Mixture	570 Ton	85.00	48,450.00
Class "B" Asphalt Concrete Mixture	5,900 Ton	17.00	100,300.00
Asphalt Cement in Mixture	385 Ton	125.00	48,125.00
Asphalt in Tack Coat	3 Ton	200.00	600.00
8-inch Sewer Pipe	198 Lin.Ft.	5.50	1,089.00
12-inch Sewer Pipe	2,298 Lin.Ft.	9.30	21,371.40
15-inch Sewer Pipe	396 Lin.Ft.	13.20	5,227.20
18-inch Sewer Pipe	175 Lin.Ft.	16.70	2,922.50
24-inch Sewer Pipe	50 Lin.Ft.	23.00	1,150.00
Concrete Manholes	5 Each	1,100.00	5,500.00
Concrete Inlets, Type CG-1	35 Each	400.00	14,000.00
6-inch Drain Pipe	200 Lin.Ft.	6.00	1,200.00
Gravel in Drains	27 Cu.Yd.	16.00	432.00
Fiber Filter	200 Sq.Yd.	2.00	400.00
CL 5 Chain Link Fence	870 Lin.Ft.	6.90	6,003.00
Concrete Walks	2,400 Lin.Ft.	18.00	43,200.00
Concrete Driveways	670 Sq.Yd.	20.00	13,400.00
Concrete Curbs, Type A	900 Lin.Ft.	5.05	4,545.00
Concrete Curbs, Type C	5,550 Lin.Ft.	4.85	26,917.50
Extra for Asphalt Approaches	10 Each	100.00	1,000.00
Adjusting Manholes	14 Each	250.00	3,500.00
Adjusting Lampholes	6 Each	200.00	1,200.00

Oregon State Highway Division
Salem, Oregon, August 22, 1979

Federal Aid Project
No. F-15(3)

Capping Inlets	6 Each	350.00	2,100.00
Removal of Existing Sign Installations	All Required		250.00
Wood Sign Posts	All Required		7,500.00
Type "C", "D" and "R" Signs in Place	153 Sq.Ft.	16.00	2,448.00
Type "I" and "T" Signs in Place	54 Sq.Ft.	16.00	864.00
Type "V" Signs in Place	10 Sq.Ft.	16.00	160.00
Type "EE" Signs in Place	63 Sq.Ft.	17.00	1,071.00
Move and Reinstall Existing Signs	All Required		2,000.00
Traffic Signal Modification Complete	All Required		45,000.00
Furnishing and Planting Trees	99 Each	100.00	9,900.00
Brick Paver Units	99 Each	200.00	19,800.00
Irrigation System	All Required		9,000.00
			$780,188.35

Anticipated Items		
Permanent Pavement Striping	All Required	$ 2,400.00
Temporary Pavement Striping	All Required	2,200.00
On-the-Job Trainee (1x$800)	All Required	800.00
Temporary Erosion Control	All Required	2,000.00
		$ 7,400.00
Subtotal		$787,588.35
Engineering		105,383.65
Engineering (Sig.Cont. Testing)		940.00
Total		$893,912.00

Length of Roadway - - - - - - 0.553 Mi.
Cost of Roadway Per Mile $1,616,477.39

Work Retained in Program Status
(not included in amounts below)

Work by City of Ashland (Electric)	All Required	$ 15,000.00
Work by City of Ashland (Water)	All Required	2,500.00
Irrigation Relocation	All Required	1,000.00
Water Meters	All Required	900.00
Signal Loop Replacement	All Required	2,260.00

Oregon State Highway Division
Salem, Oregon, August 22, 1979

Federal Aid Project
No. F-15(3)

Federal Funds (88.15%)	$787,983.00
State Funds	105,929.00
Total	$893,912.00

Group 1 - 95%; Group 8 - *5%
Contract No. 9006
Prefix 15-1933 P.E.
Prefix 15-1013

*Note: Group 8 reflects the cost of the sidewalk and 5% of the signing.

Oregon State Highway Division
Salem, Oregon, August 22, 1979

Federal Aid Project
No. F-15(3)

Siskiyou Blvd.-Park St. (Ashland)
(nonparticipating - State Work)

Furnish Mailbox Posts	All Required		$120.00
Setting Mailbox Posts	5 Each	30.00	150.00

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9006

November 19, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9006

Gentlemen:

On November 10, 1981, we wrote to you concerning release of final payment on Contract No. 9006 awarded to M. C. Lininger & Sons, Inc. for work on the Siskiyou Boulevard-Park Street (Ashland) Section of the Green Springs Highway in Jackson County.

The total contract amount is $785,011.90 including $6,412.64 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: M. C. Lininger & Sons, Inc.
P. O. Box 1143
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Alfred Shirley

#4006 9-17-81 L

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-15(3)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Jackson
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80111
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/17/81
8. FEDERAL ROUTE NUMBER: Primary 15
9. STATE ROUTE NUMBER: Primary 21
10. GENERAL LOCATION:

Siskiyou Blvd. - Park Street (Ashland)

11. GENERAL DESCRIPTION OF WORK

Revised Utility Cost

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) See below

13. REMARKS

As requested in Mr. Swan's letter of 9/9/81 I approve the revised cost to a TEC of $1,222.16 Federal Funds $1,077.33 for adjustment of City of Ashland's sanitary service relocation. (Supplement #1 to F.O. #2)

(Increase TEC $135.16 Federal Funds $119.14)

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO
Planning

orig 9-24

14. DATE: 9/17/81
15. SIGNATURE OF APPROVING OFFICIAL: E J Valach
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

September 9, 1981

RECEIVED
TECHNICAL SERVICES
SEP 14 '81
REFER TO
FOR
Info | Invest | R/D | O/R | Right | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Relocation Cost Overrun
Sanitary Sewer Relocation
City of Ashland
Siskiyou Blvd. - Park St. (Ashland) Section
Greensprings Highway
Jackson County
Project No. F-15(3)

NOTE
E. S. HUNTER

The relocation of the City of Ashland's sanitary sewer facilities in conflict with the subject project, has been completed and a final billing received. The final billing has been audited by the Highway Accounting section and the relocation costs were found to be acceptable.

The estimated relocation cost of the City's sanitary sewer facilities, as approved by your PR 1240 dated October 22, 1979, was $1,087. The final relocation cost is $1,222.16. This is an overrun of $135.16 or 12.5% of the estimated cost.

The major reason for the cost overrun was replacement of a collapsed service line. A detailed explanation is contained in J. E. Christopherson's letter of April 28, 1981 and the City's transmittal of February 10, 1981.

Your approval of the actual cost, $1,122.16, of relocating the City of Ashland's sanitary sewer facilities is requested. The additional cost will be covered by Supplement No. 1 to Order for Force Work No. 2, Prefix 15-1013-285-02, FAP No. F-15(3).

DEC/DES/lls

cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson
Rich Evans

ROW 18-4

September 9, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Relocation Cost Overrun
Water Facilities Relocation
City of Ashland
Siskiyou Blvd.-Park St. (Ashland) Section
Greensprings Highway
Jackson County
PE Project No. FF-166(4)

RECEIVED
TECHNICAL SERVICES
SEP 14 '81
REFER TO
FOR

The relocation of the City of Ashland's water facilities in conflict with the subject project, has been completed and a final billing received. The final billing has been audited by the Highway Accounting section and the relocation costs were found to be acceptable.

The estimated relocation cost of the City's water facilities, as approved by your PR 1240 dated January 29, 1979, was $2,353.14. The final relocation cost is $8,146.18. This is an overrun of $5,793.04 or 246.2% of the estimated cost.

The major reason for the cost overrun was unanticipated conflicts with the highway construction. A detailed explanation is contained in J. E. Christopherson's letter of April 28, 1981 and the City's transmittal of February 10, 1981.

Your approval of the actual cost, $8,146.18, of relocating the City of Ashland's water facilities is requested. The additional cost will be covered by Supplement No. 1 to Order for Force Work No. 1, Prefix 15-1933-285-01, FAP No. FF-166(4).

JHC/DES/llr
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson
Rich Evans

#9006 3-30-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-15(3)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Jackson
3. FROM: Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80111
6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon
7. DATE AUTHORIZATION EFFECTIVE: 3/2/81
8. FEDERAL ROUTE NUMBER: Primary 15
9. STATE ROUTE NUMBER: Primary 21
10. GENERAL LOCATION:
Siskiyou Blvd. - Park Street (Ashland)
11. GENERAL DESCRIPTION OF WORK
Stencil Bikeway Signs and install No Parking signs
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER (Specify)
13. REMARKS
This will confirm the advance authorization date of 3/2/81, as requested in Mr. Keasey's letter of 3/17/81 as being in the public interest for the use of State Forces to proceed with the above work.
State Force Order No. 8 is approved for TEC NTE $600 Federal Funds $520.
RECEIVED STATE HWY ENGR APR 6 '81 REFER TO Machine FOR Info Invest E/D D/R
4-6-81
14. DATE: 3/30/81
15. SIGNATURE OF APPROVING OFFICIAL: G K Hansen
16. TITLE: Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#7006 3-30-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-15(3)

2. STATE PROJECT NO. See below

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80111

2A. COUNTY NAME
Jackson

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/2/81

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:
Siskiyou Blvd. - Park Street (Ashland) Section

11. GENERAL DESCRIPTION OF WORK
Construct sidewalk ramp and landscape slopes.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 3/2/81, as requested in Mr. Keasey's letter of 3/17/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for TEC NTE $300 Federal Funds $264.

RECEIVED STATE HWY ENGR
APR 6 '81
REFER TO Machine
FOR
Info | Inves | R/D | D/R | Sec | Act | File

14. DATE 3/30/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hansen

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

#9006

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-15(3)

2. STATE PROJECT NO.: See below

3. FROM: Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80111

2A. COUNTY NAME: Jackson

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/27/81

8. FEDERAL ROUTE NUMBER: Primary 15

9. STATE ROUTE NUMBER: Primary 21

10. GENERAL LOCATION:

Siskiyou Blvd. - Park Street (Ashland)

11. GENERAL DESCRIPTION OF WORK

Replace damaged sidewalk

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON [illegible] Force account basis.
- [ ] OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 1/27/81, as requested in Mr. Keasey's letter of 2/12/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for TEC NTE $700 Federal Funds $617.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
Machine
E25

ltr to 3-20-81

14. DATE: 3/12/81

15. SIGNATURE OF APPROVING OFFICIAL: G K Hassmer

16. TITLE: Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9006

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Siskiyou Blvd-Park Street (Ashland)	WEEK ENDING: February 28,1981
		SECTION PREFIX: 15-1013
	HIGHWAY: Green Springs	COUNTY: Jackson
NAME OF JOB: Siskiyou Blvd-Park Street	KIND OF WORK: Grading,Paving,Signing and Signals	
CONTRACTOR: M.C.Lininger & Sons,Inc.	CONTRACT NUMBER: 9006	FEDERAL AID PROJECT NUMBER: F-15(3)
DATE OF CONTRACT: July 31,1979	DATE WORK STARTED: August 21,1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: 325	WORK DAYS USED: 236½
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 73
PROJECT AUTHORIZATION: $919,870.23		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $846,928.98	ENGINEERING AUTHORIZATION: $72,941.25	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $846,928.98	ENGINEERING COST TO DATE: $100,278.18	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 137 %	DATE PROJECT WAS COMPLETED: September 30,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.55	.55			.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.55	.55			.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,135	12,080			5,900
TOTAL QUANTITIES CORRECTED TO DATE	13,511	12,260			6,266
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,511	12,260			6,266
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 2 1981
CONSTRUCTION BRANCH

Kadesy, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on September 30,1980 and the semi-final estimate is being prepared in the office.

The semi-final estimate is being submitted next week and no further weekly reports will be sent in on this project.

Monthly mileage to date for crew 080-66 is 10,257 miles

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SR-7216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-15(3)

ST PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80111

COUNTY NAME: Jackson

PROGRAM STAGE (Check) 1. ☐ 2. ☐

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-2 ome Maebrens

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	8-29-80	Primary 15	Primary 21

GENERAL LOCATION:

Siskiyou Blvd. - Park Street (Ashland) Section

GENERAL DESCRIPTION OF WORK:

Furnish and install two program traffic signals and saw and install four traffic control loops

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of August 29, 1980, as requested in Mr. Keasey's letter of September 23, 1980 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $2,400 - Federal Funds - $2,115.

Credit for salvaged signal heads will be made to project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-80	L. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-016

1006 ~ ~ Ashland

May 8, 1980

Mayor Gary L. Prickett
City of Ashland
Ashland City Hall
Ashland, OR 97520

Dear Mayor Prickett:

Re: Park Street-Pacific Hwy. (Ashland) Section
Bricks in Tree Wells

Mr. Bill Maude, Oregon State Highway Resident Engineer, requested that I answer your letter of April 24, 1980, in which you stated a concern about the brick layed in sand around the tree areas possibly settling to a point of being difficult for a wheelchair to roll across.

My personal experience with brick layed in sand is that it is stable and settlement should not cause a problem. I reviewed this situation with the City of Salem Parks Department who have done similar work and they concurred. There may be settlement of 1/8" to 1/4", but the bricks were placed 1/8" high to allow for this. Also there is the possibility that a few areas may not compact uniformly and some minor adjustments may need to be done later on. I doubt if this will occur, but if it does the brick are easily adjusted. In either case, the settlement should not hinder wheelchair traffic.

Maintaining porous open joints between the bricks in the tree area is important to the growth and survival of the trees. The joints allow air and water to penetrate to the root system.

Sincerely,

Marilyn A. Anderson
Landscape Engineer
Road Design Section

MAA:cj
cc: W. Maude

Versteeg
Anderson
Christensen
Olson
Sullivan
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MAY 0 8 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

CITY OF ASHLAND

CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

April 24, 1980

Mr. Bill Maude
Oregon State Hwy Dept.
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Maude:

The work on the Hwy 66 project is progressing rapidly, and will be a major factor in reducing traffic conjestion and facilitating traffic flows into and out of the college area and Central Business District.

Several people have questioned the design for the tree wells being installed behind the new curbs, particularly with reference to clearances for handicapped persons. We were pleased to see that the entire area from the curb to the back of the sidewalk is being bricked flush with the new sidewalk. From a field inspection, it appears that there will be approximately 36" clearance from the back of the walk to the actual tree. As I understand it, the required clearance for wheelchairs is 32".

Since the bricks adjacent to the tree are not set in concrete, but in sand, can we be assured that over time, these bricks will not settle to the extent that would make it difficult for wheelchairs to roll over this area? Perhaps you have had experience with this type of installation elsewhere and have observed the condition of the bricked areas set in sand over a period of time.

I have been asked about this and need to assure those people who are concerned, that handicapped persons will not have future problems negotiating through this area. Your early response would be appreciated.

Sincerely,

Gary L. Prickett
Mayor

GLP:ih

Oregon State Highway Division Rts. Engineer
REC'D Medford
APR 30 1980
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A Res A Rec. Office

4-29-80

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Ashland, OR
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(Cir. D. 5,840)

APR 3 1980

Allen's P. C. B. Est. 1888

Ashland

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Sullivan
Telephone

Trees will add to highway project

706

Even though a few Ashland residents are apparently not too happy with the row of street trees planted early this week along Highway 66, we think most people will welcome the young plants.

The highway widening project has disturbed the area for some time now and work involved led to the elimination of several trees that added greatly to the beauty of the street that provides a primary entry into Ashland. Many were sorry to see those trees go. Most people hoped something could be done to recapture that lost mood.

City officials and many residents wanted a planted center divider in the Highway 66 project to match the attractive one that brightens up Siskiyou Boulevard. The state's Highway Department, however, was not in favor of the divider — it was concerned about a safety hazard. As a compromise, it was agreed that street trees would be planted along the new street once the project was completed. That work got its start this week.

The trees being planted are like the ones downtown. They will grow rapidly, provide enough clearance underneath for pedestrians and they will expand a theme of natural beauty that is rapidly making Ashland even more attractive. The area around the Highway 66 trees will be bricked over to allow passage, and officials say there is adequate room to walk.

We think the trees will help ease the "runway" feeling of the new street. These plants are as important to this project as concrete and asphalt.

Our only negative reaction to the state project so far is the chain link fence put up around the city-owned cemetery. The fence is a security measure, but it most certainly does nothing to enhance the appearance of that end of the street. We urge city officials to move quickly to plant the fence line with some form of plant that can spread over the bright metal links and soften the harsh lines of the fence. This project can — with a little effort — improve the entry into Ashland along Highway 66. A good start was made this week with the street trees.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-15(3)
Siskiyou Blvd - Park St Sec, Ashland
Consulting Engineering Costs
(Mr Swan's ltr, 4-1-80; ROW 18-4)

Date: April 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Swan's request for Federal participation in the consulting engineering costs for the subject project. The consultant agreement was not submitted to FHWA for approval before the work was executed; therefore Federal-aid funds cannot participate in the costs of the consultant's work.

G. L. Green

cc:
OSHD (Mr Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
APR 16 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
APR 1'80
REFER TO
FOR
Info | Invest | R/D | D/R | Jan | Act | File

NOTED
E. S. HUNTER

ROW 18-4

April 1, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301

Attention: Thomas P. Lowe
Area Engineer

Consulting Engineering Costs
Aerial Power Line Relocation
City of Ashland
Siskiyou Blvd.-Park Street
(Ashland) Section
Green Springs Highway
Jackson County
Project No. F-15(3)

Reference is made to my letter of September 19, 1979 which submitted the original estimate of cost for the relocation of the City of Ashland's aerial power line facilities. Reference is also made to my letter of October 29, 1979 which submitted a list of bidders for the contract work, advised of the low bidder, Crater Line Construction Company and requested approval of the revised estimated cost for the power line relocation in the amount of $41,692. Your Letters of Approval and/or Authorization (PR-1240) dated October 4, 1979 and November 8, 1979 approved the relocation work. Copies of the referenced correspondence are attached for your information.

The State was verbally advised by the City of Ashland early in May of 1979 that the City was not adequately staffed to perform the engineering required to let a contract for the power line relocation. They also advised that they had a Consulting Engineer, R. W. Beck and Associates, that they utilized on a continuing basis for the City's contract work. The City of Ashland's letter of June 6, 1979 verified that R. W. Beck and Associates had been consultant for the City and was still on retainer on a permanent basis. The City's letter of June 29, 1979 submitted verification that the City had utilized R. W. Beck and Associates as a Consulting Engineer and submitted a copy of the Work Agreement covering the engineering required for the power line relocation to accomodate construction of the State's highway project. Copies of these documents are attached.

The Work Order Agreement between the City of Ashland and R. W. Beck and Associates provided for a maximum cost of $6,000 to provide the engineering required to contract the power line relocation work. Actual cost of the consulting engineering services was $6,231.93. R. W. Beck and Associates' Invoice No. W9-0631, dated August 31, 1979, billed for the agreed maximum amount of $6,000. Our Highway Accounting Section has completed an audit of the consulting engineering costs and verified that the cost did exceed $6,000.

The engineering services were performed as requested and required to contract the power line relocation work. It is the State's opinion that the costs are justified and that R. W. Beck and Associates are due the fee of $6,000. Your approval of the consulting engineering costs as evidenced above and authorization for Federal aid participation in those costs is requested. Total cost to the State for the engineering services is $6,000. These costs were included as part of Order for State Force Work No. 3, which covered the relocation work.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC/vlw
cc: E. S. Hunter ✓
Jack M. Cartwright
John Christopherson
Rich Evans

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO.

9066 LETTER OF APPROVAL AND/OR AUTHORIZATION 11-8-79

5(3)

STATE PROJECT NO.

See below

COUNTY NAME

Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITLM NO.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Marlin

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	8-14-79	Primary 15	Primary 21

GENERAL LOCATION:

Siskiyou Blvd. - Park St. (Ashland) Section

GENERAL DESCRIPTION OF WORK:

Revised cost of utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-29-79 I approved the revised cost of $41,692 for the adjustment of the City of Ashland's Aerial Power Line Relocation based on actual contract cost.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—781-615

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 29, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Aerial Power Line Relocation
City of Ashland
Siskiyou Blvd.-Park St. (Ashland) Sec.
Green Springs Highway
Jackson County
Project No. F-15(3)

Dear Mr. Green:

Reference is made to my letter of September 19, 1979, which submitted an estimate of cost and plan to adjust the City of Ashland's aerial power line facilities in conflict with this project. Reference is also made to your Letter of Approval and/or Authorization (PR-1240) dated October 4, 1979, which approved the City of Ashland's estimate and plan Copies of these letters are attached.

The City's proposal for the relocation of their power line facilities was for the City to furnish the materials and let to contract, by open bid, the installation of materials. The estimated cost of installation submitted by the City's Consulting Engineer, R. W. Beck and Associates, was $15,460.

A Notice to Bidders for the installation of power line materials was sent to fifteen contractors listed by the Northwest Line Constructors Chapter, National Electric Contractors Association. A copy of the list is attached. Bids were received from two contractors, Tyee Construction Company of Oregon, and Crater Line Construction Company. The contract was awarded to Crater Line Construction Company for a low bid of $30,160.

The low bid received from Crater Line Construction Company of Oregon was almost twice the cost estimated by R. W. Beck and Associates. The State has concurred in the award of the contract to Crater Line Construction Company because it was felt that the City had adequately advertised the project, the project was small and of interest to few contractors during the heighth of construction season, and that nothing would be gained by a rejection of bids and second advertising of the project.

Your approal of the actual contracted cost, $30,160, for the installation of aerial power line materials is requested. The estimated cost of the materials supplied by the City is $11,532. The revised estimatee cost for the power line is $41,692.

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TECHNICAL SERVICES
OCT 30 '79
REFER TO
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A request for Federal participation in the City's cost of consulting engineer services for the relocation will be submitted separately at a later date.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC:mm
Enclosures
cc: E. S. Hunter
Jack M. Cartwright
John Christopherson

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-15(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80111

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-24
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STATE HWY ENGR
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DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	9-20-79	Primary 15	Primary 21

GENERAL LOCATION:

Siskiyou Blvd.-Park Street (Ashland) Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustmen

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 1, 1979, this will confirm the advance authorization date of September 20, 1979 to proceed with the adjustment of the City of Ashland's sanitary sewer relocation. Reimbursement on an actual cost basis not to exceed $1,087 with Federal participation limited to $958 is approved. I approve the Agreement with the City of Ashland.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-22-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-15(3)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80111

FROM:
G. L. Green, Division Administrator
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79

REFER TO
10-16 orig Moehring

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TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	8-14-79	Primary 15	Primary 21

GENERAL LOCATION:
Siskiyou Blvd. - Park Street (Ashland) Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☑ OTHER (Specify) Utility Adjustment

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 19, 1979, this will confirm the advance authorization date of August 14, 1979 for the City of Ashland to proceed with the adjustment of the aerial power line. Since the utility is not adequately equipped or staffed to perform this work, the Contract method is approved for a TEC of $26,992 provided the appropriate civil rights are included.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-4-79	S. K. Hoosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-781-915

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECD
E. S HUNTER

October 1, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Sanitary Sewer Relocation
City of Ashland
Siskiyou Blvd.-Park St. (AShland) Sec.
Green Springs Highway
Jackson County
Project No. F-15(3)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Ashland's sanitary sewer facilities dated September 6, 1979, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

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OCT 1 '79
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Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 20, 1979 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,087.12.

Yours truly,

D. E. Swan
Operations Programming Engineer

JMC:mm

Enclosures

cc: E. S. Hunter
Jack Cartwright
John Christopherson

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 19, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Aerial Power Line Relocation
City of Ashland
Siskiyou Blvd.-Park St. (Ashland) Section
Green Springs Highway
Jackson County
Project No. F-15(3)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Ashland's aerial power line facilities dated August 29, 1979 and a sketch showing their proposed relocation. The City proposes to supply the materials and let to contract, by open bid, the installation.

A certification prepared by John Christopherson as the the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated July 30, 1979 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and six crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement and the contract method for installation, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 14, 1979, under the provisions of PPM 30-4 and 30-4.1, is requested. Estimated cost to the State is $26,992.00.

Yours truly,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
SEP 21 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DES:sh
Enc.

cc: E. S. Hunter ✓
Jack M. Cartwright
John Christopherson

Form 81-734-3123 (Rev. 7-77)

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

F I L E

July 11, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
July 26, 1970 Bid Letting

Kinyon Blvd. - Park Lt.

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened July 26 on the following projects:

1. E. Greenwood Avenue. at E. 8th St. (Bend)
   Deschutes County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Troutdale (S.W. 7th Street)
   City Street, Multnomah County
   Grading and Paving
   12-foot lanes with 2-foot shoulders

   Footpaths or bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Dodge Road-Estacada
   Woodburn-Estacada Highway, Clackamas County
   Paving (Overlay)

   Same as No. 1.

4. Haines Road-Molalla River
   Pacific Highway East, Clackamas County
   Paving (Overlay)
   Four 12-foot lanes with left turn median. 10-foot shoulder on left and variable 4-to-10-foot shoulder on right.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. Youngs River Falls
Youngs River Coop, Clatsop County
Structure with temporary connections
27.5-foot roadway on structure with 20-foot roadway and 4-foot shoulders on temporary connections

Same as No. 2.

6. Lava Butte Lookout-Sugar Pine Butte Road
The Dalles-California Highway, Deschutes County
Paving (Overlay)
12-foot lanes, intermittent left turn lanes and 4-to-8-foot shoulders

Same as No. 1.

7. N. & S. Fork Coyote Creek (Gillespie Corners)
Territorial Highway, Lane County
Structures
Roadway width 31-foot on structure and 12-foot lanes on approaches with 4-foot shoulders

Same as No. 4.

8. Siuslaw River-Walton
Florence-Eugene Highway, Lane County
Paving (Overlay)
12-foot lanes with 3-foot shoulders

9. Black Canyon Creek-Harper Junction
Central Oregon Highway, Malheur County
Paving (Minor Grading and Overlay)
12-foot lanes with 3-foot shoulders

Same as No. 2.

10. Silver Falls State Park
Marion County
Buildings

Same as No. 1.

11. Coast Range Summit-S. Fork Gales Creek
Wilson River Highway, Washington County
Grading and Paving
Slow moving vehicle turnout. 12-foot lane with 4-foot shoulders

Same as No. 4.

12. Siskiyou Blvd.-Park Street (Ashland)
Green Springs Highway, Jackson County
Grading and Paving
Four 12-foot lanes and 4-foot shoulders for shared bicycle traffic. 5-foot sidewalks to be provided for pedestrian use.

RS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-15(3)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.: 80111

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

7-11 opng 1 w/set

RECEIVED
STATE HWY ENGR
JUL 11 '79
REFER TO
FOR

Info	Urges	R/D	O/R	Sign	Ap	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-3-79	7-3-79	Primary 15	Primary 21

GENERAL LOCATION:

Siskiyou Blvd - Park Street (Ashland) Section.

GENERAL DESCRIPTION OF WORK:

Grade, drain and high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

Permanent Pavement Striping(SF)	$2,400
Temporary Pavement Striping(SF)	$2,200
On the job training	$ 800
Temporary Erosion Control	$2,000

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 7-2-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,127,006 Federal Funds $993,455.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-3-79	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

Michael F. Hutsell COMMISSIONER
Fred B. Kiaboe DIRECTOR OF TRANSPORTATION

G. K. Hammer
DIVISION ENGINEER

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1979

RECEIVED
TECHNICAL SERVICES
JUN 27 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Siskiyou Blvd.-Park Street
(Ashland) Section
Project No. F-15(3)
Right-of-Way Clearance

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above mentioned project. This project is being prepared for our regular bid opening date of July 26, 1979 with a three week advertising period beginning July 5, 1979.

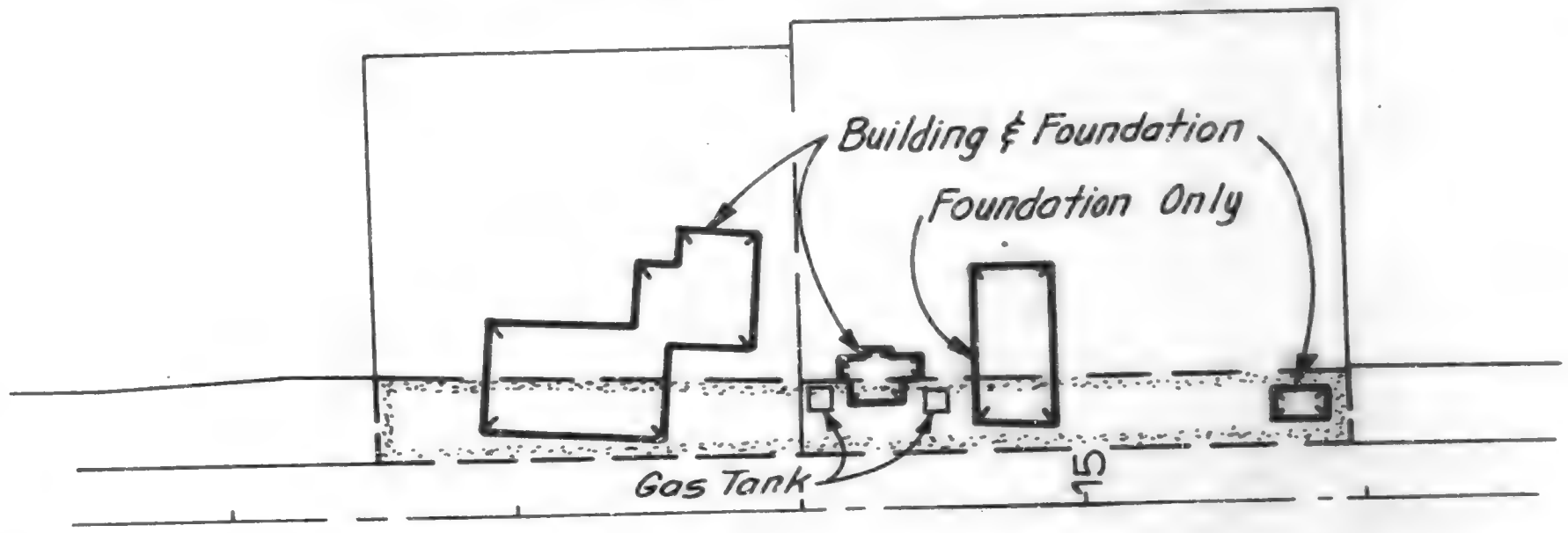
There are two State owned R/W files with renter occupied buildings on them that are to be demolished under this contract. The renters were notified by letter dated May 16, 1979 that they would have to vacate the premises by September 30, 1979; this complies with the 90 day notification requirement. The file Nos. are 49998 and 49999, located between engineer stations 12+50 and 16+00 on the left side, a sketch map showing their location is attached. The contract specifications will restrict the contractor from using the area occupied by the buildings until October 1, 1979.

This project is designed to be constructed in three stages with 325 calendar work days for completion. The first stage is grading and surfacing on the right side so that the traffic can be moved over to the right side and then the same process will be done on the left side; the work on the left side will start about October 1, making no delay to the contractor due to this R/W restriction.

We feel it is in the public interest to advertise this project before the right-of-way is clear because our design is completed and the project is ready for advertising; by advertising as early as possible, we will be able to take advantage of the remainder of the summer construction season and inflation will not have eaten away another percentage point or two of our construction funds.

DAR:dmc
cc: E. S. Hunter
J. B. Boyd
Jack Sullivan
J. H. Versteeg
F. Lowe

Note: Contractor May Not Occupy Areas, Building & Foundation Area Shown Thus Prior To October 1, 1979



AREA OF RESTRICTED RIGHT-OF-WAY

9006 6-11-79 J.N 21-4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FF-15(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 80111

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 2.

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO
FOR
Info | Invest | R/W | D/R | Spec | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-14 orig 2d

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-11-79	Primary 15	Primary 21

GENERAL LOCATION: Siskiyou Blvd. - Park St. (Ashland) Section

GENERAL DESCRIPTION OF WORK: Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 5, 1979 letter, you are now authorized to proceed with the actual acquisition of permanent powerline easements as outlined in red on Right of Way Map 10C-50-6 subject to the State being legally responsible for the purchase of powerline easements. TEC NTE $2,500. (No additional obligation of funds required.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-11-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-616

9006

21

STATE OF OREGON

INTEROFFICE MEMO

Highway DEPT. 378-6299 TELEPHONE

DATE: June 6, 1979

TO: J. H. Versteeg
Road Design Engineer

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Siskiyou Blvd.-Park Street
(Ashland) Section
~~Green Springs Highway~~
File 49998 - Sweet
File 49999 - Voris
FAP No. FF-15(1)

This project will be cleared for the July 26 contract letting but it will be necessary to hold two properties out of the contract until October 1. These properties are:

File 49998 - Sweet, located at Engineer's Station 13+00; and
File 49999 - Voris, located at Engineer's Station 15+00

Both structures should be included in the contract for demolition.

RJH:jk

cc: Bill Berkstedt

REFERRED TO
Beard Stoudenmayer
Cole Semple
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Revise plans to include as req'd.

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan copy
Terpin
Trout copy
Wakerlig

RECEIVED
JUN 07 1979
ROAD DESIGN SECTION

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Action

9006

21

HIGHWAY DIVISION 378-6558

May 15, 1979

J. B. Boyd, Manager
Right of Way

J. H. Veratseg
Road Design Engineer

Siskiyou Boulevard-Park Street (Ashland) Sec.
[redacted]
Jackson County
Files 50562-50567

Attached are descriptions for six files (eight parcels), an authorization, and prints for the subject overhead power line facility project.

By: [redacted]
W. H. [redacted]

W. E. Wakerlig
Right of Way Description Engineer

WEW:ej
Attachments

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

9006 4-17-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: FF-166(4)

STATE PROJECT NO.: See below

COUNTY NAME: Jackson

PROGRAM STAGE (Check): RECEIVED [ ] 2.

STATE H'WY ENGR

APR 25 '79

REFER TO Moehring FOR

Info | Init | R/D | D/R | Sign | Act | File

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-6

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig TH

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-17-79	Primary 15	Primary 21

GENERAL LOCATION:
Siskiyou Blvd. - Park Street (Ashland)

GENERAL DESCRIPTION OF WORK:
Program Change - Revised Preliminary Engineering Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 4, 1979, I approve the increased costs of preliminary engineering from TEC of $25,853 - Federal Funds $20,177 to TEC of $46,500 - Federal Funds not to exceed $36,320.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-17-79	[signature]	for District Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

CON 1 2-4 Siskiyou Exp 4-17-79 AP

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 30, 1979

In reply refer to: HRW/OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street Section
File 49999, Voris

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

Highway Manager J. B. Boyd's letter of March 22, 1979 provided additional documentation that satisfactorily answers the questions raised in my November 13, 1978 letter.

There was a considerable difference in the value estimate of the State's fee appraiser ($49,770) and the State's staff appraiser ($56,024). The major difference is the amount of depreciation applied against the service station building. Based on the documentation furnished, the fee appraiser's estimate is more realistic.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

cc:
OSHD (E S Hunter)
OSHD (J B Boyd)
OSHD (F Lowe)

RIGHT OF WAY SECTION
RECEIVED
APR 2 1979
RE | ARE | AMA | TS | CA | RS | P&S | AE | CC | FAC

RECEIVED
TECHNICAL SERVICES
APR 3'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Ltr to Boyd

March 22, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: File 49999 - Voris
Siskiyou Blvd.-Park Street
Green Springs Highway
Jackson County
Project FF-15(1)

By letter dated November 13, 1978 (HRW-OR), you identified certain weaknesses in the State's appraisals of subject property; and questioned the assumption in the review appraisal that certain items outside the taking which were used in conjunction with the service station were considered to lose no value.

Attached are copies of replies from both appraisers which are believed to answer all of the questions posed, including their opinions as to the remainder value of those items of real property which pertain to the service station.

We trust that this additional information from the appraisers will provide the documentation requested and that subject file will be fully eligible for Federal participation.

JBB:ob
Attachments
bcc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe

RECEIVED
TECHNICAL SERVICES
MAR 22 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

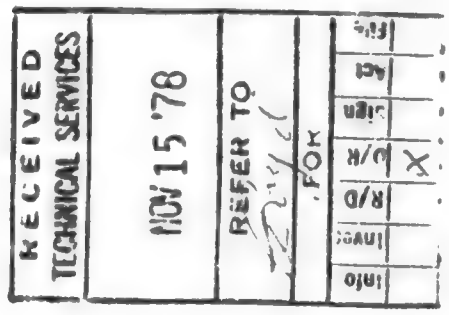
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 13, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street Section
File 49999, Voris

FROM : G. L. Green, Division Administrator



TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

A review has been made of the two appraisals and the review appraisal covering acquisition of needed right of way from the Voris property. The review reveals certain weaknesses in the appraisals.

Regarding the staff appraisal of $67,024, which was later revised to $56,024, the following weaknesses were noted:

1. A very brief and inadequate description of the major improvements being acquired.

2. The final valuation is based upon the cost approach. Support of the cost approach (paragraph 21) is very limited and difficult to follow when making comparisons with the Marshall and Stevens Factor Book.

3. Explanation of depreciation (paragraph 22) states "Observed Depreciation". No further analysis was provided. In the original appraisal the store and station are considered about 90% good. This does not seem realistic in view of Review Appraiser Ewen's comments.

4. In the revised appraisal of $56,024 the revision was made to reflect the depreciated replacement cost of the service station. No written analysis was provided for the depreciation.

Concerning the fee appraisal:

1. This appraisal also relies on the cost approach and the support (paragraph 21) is weakly documented. No specific information is given other than the estimate was made from "Marshall Swift Cost Index and Known Construction Costs".

2. Depreciation (paragraph 22) is weakly documented with the comment "observed condition".

Concerning the review appraisal dated June 20, 1978, it is noted that certain items of real property that are outside the taking area and that were used in conjunction with the service station have been considered to lose no value evidently on the basis that the owner may rebuild the service station. This involves such items as an underground tank, etc. While the analysis may be correct, additional comments concerning this position seem appropriate.

As a basis for Federal participation, additional documentation should be provided for this file.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)

9016

21

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen
Final Design Engineer

ATTN:
Lyle Watson

DATE: March 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Study Plans
Siskiyou Boulevard-Park Avenue Section
[redacted] Springs Highway
Jackson County

Attached are two prints of the approved sign study plans for the above-named project.

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: Alfred Shirley, Jr.
F. T. Lacey
G. T. Thornton

REFERRED TO
2 Board Haudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Verstoeg
Anderson
I Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 29 1979
ROAD DESIGN SECTION

Do Not File ☐
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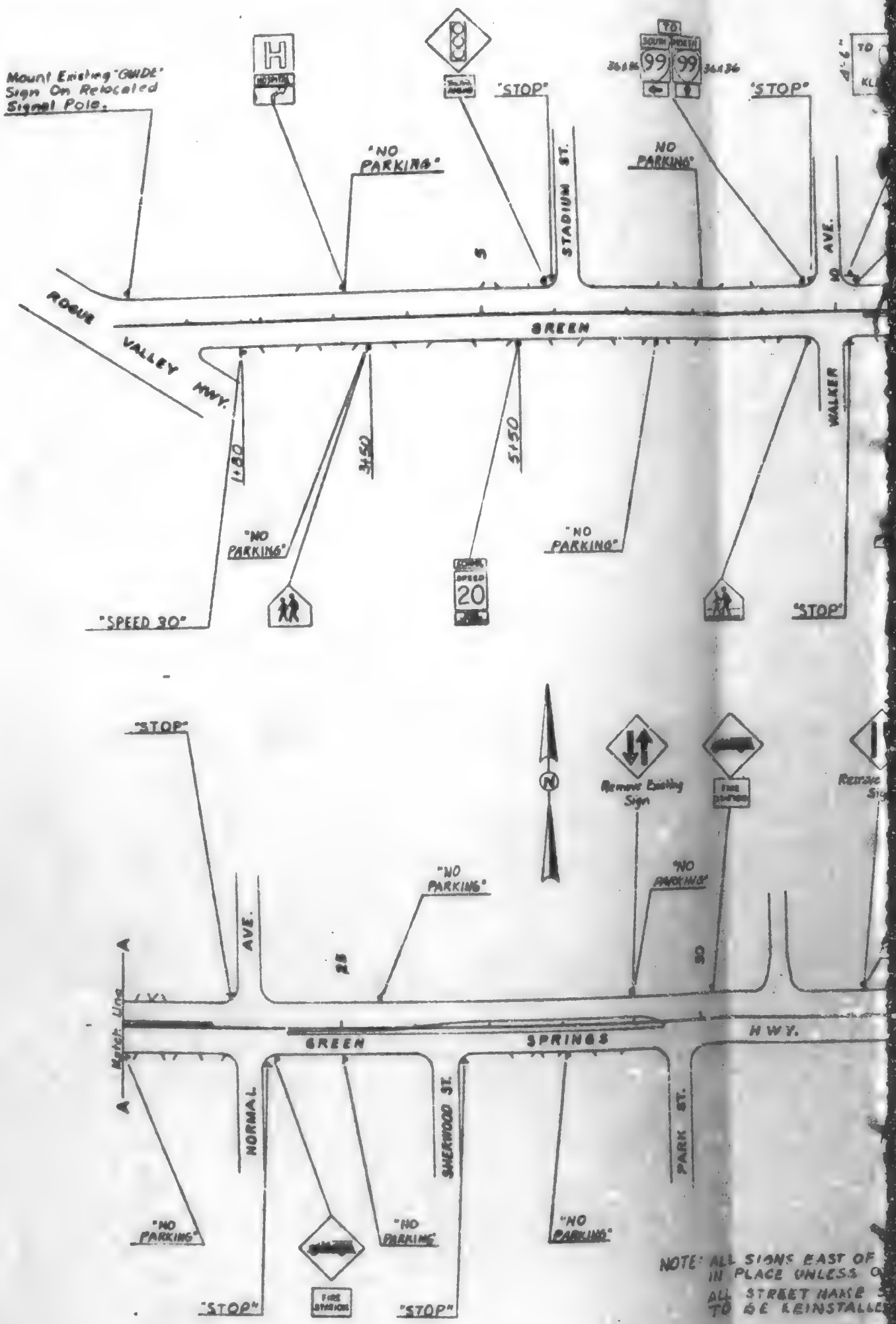
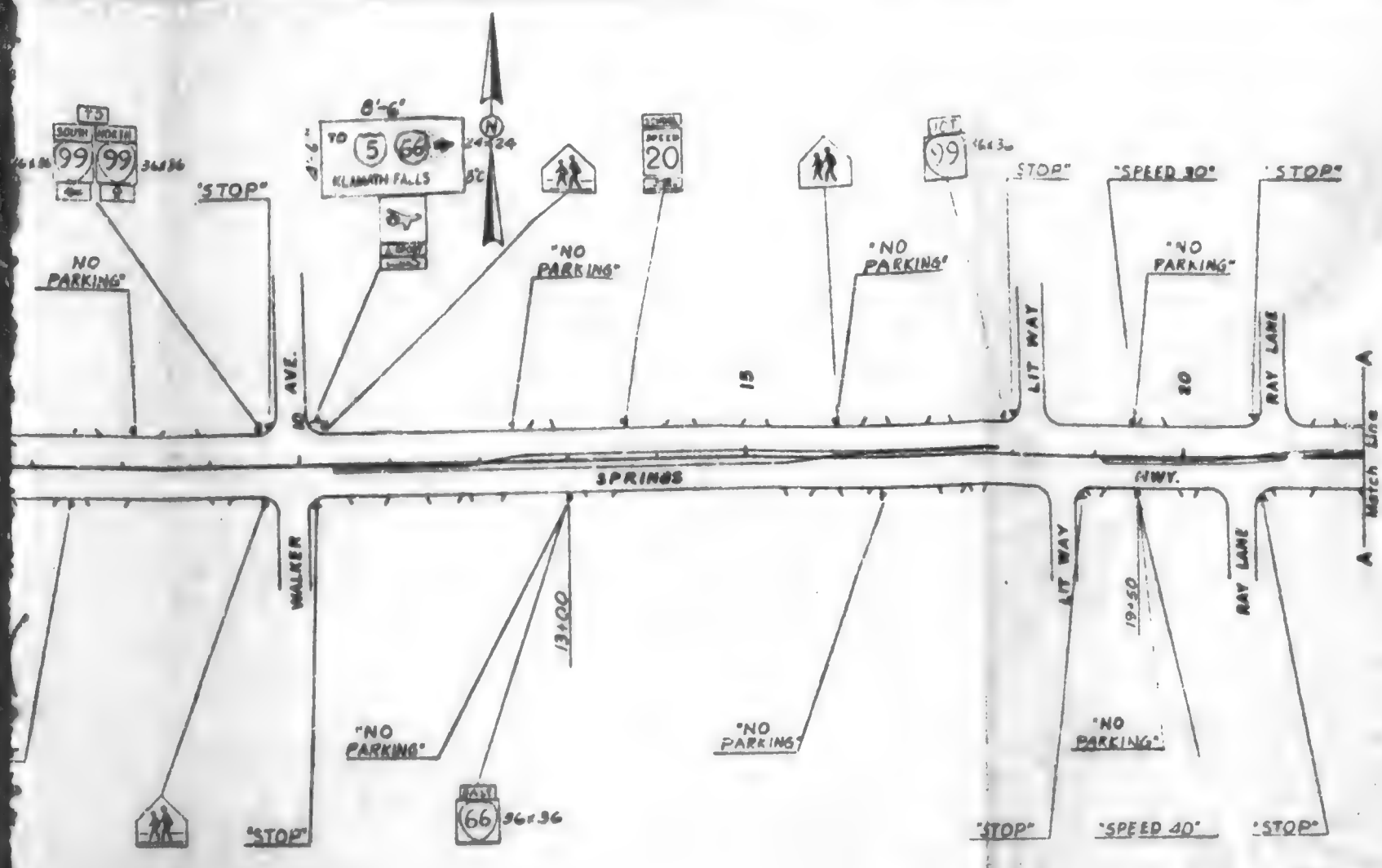
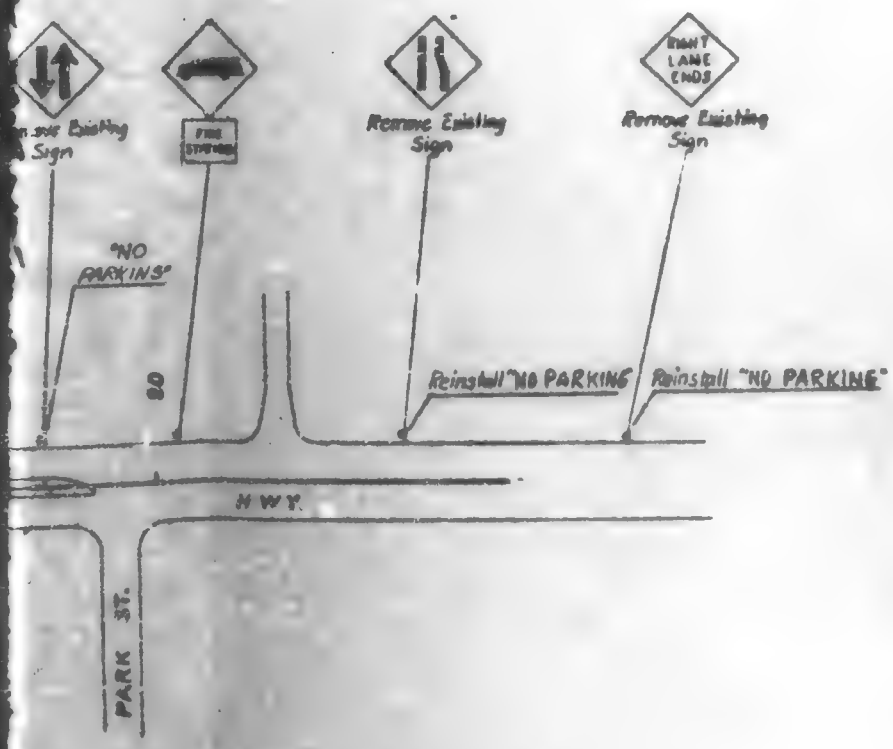
Action


Mount Existing "GUIDE" Sign On Relocated Signal Pole.
"STOP"
"NO PARKING"
STADIUM ST.
"STOP"
NO PARKING
AVE.
ROGUE VALLEY HWY.
GREEN
WALKER
1180
3450
5150
"NO PARKING"
"NO PARKING"
"SPEED 30"
SPEED 20
"STOP"
"STOP"
Remove Existing Sign
"NO PARKING"
"NO PARKING"
AVE.
GREEN SPRINGS HWY.
NORMAL
SHERWOOD ST.
PARK ST.
"NO PARKING"
"NO PARKING"
"NO PARKING"
"STOP"
"STOP"
NOTE: ALL SIGNS EAST OF
IN PLACE UNLESS O
ALL STREET NAME S
TO BE REINSTALLE





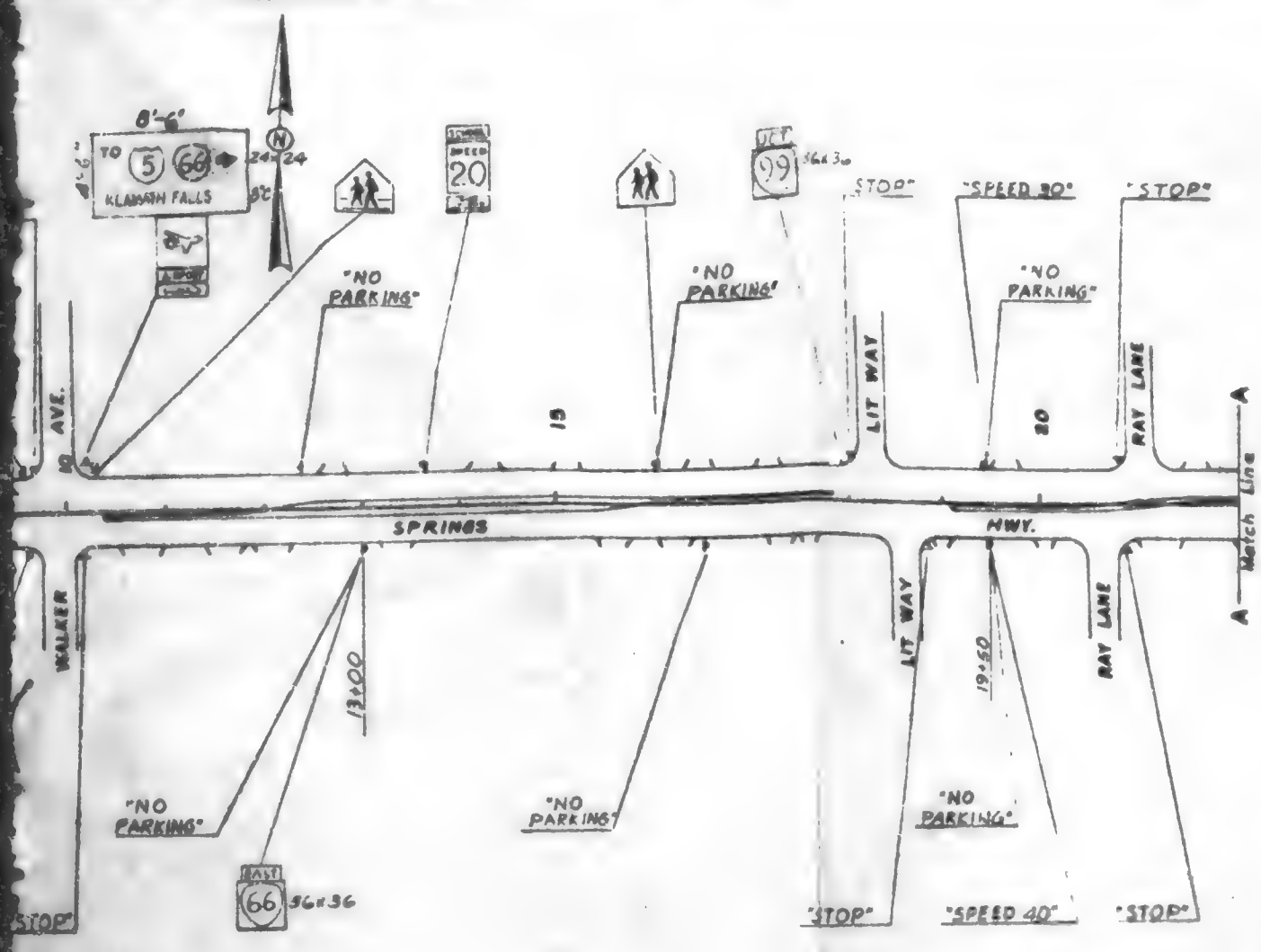
NOTE: ALL SIGNS EAST OF STA 29+20 TO REMAIN IN PLACE UNLESS OTHERWISE NOTED.
ALL STREET NAME SIGNS WEST OF STA 29+20 TO BE REINSTALLED (7).

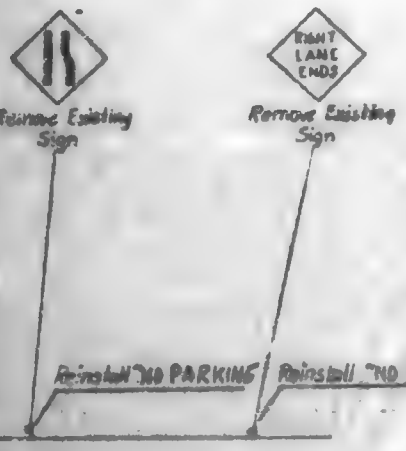
Allen A. Rising
10/18/78

SIGNING PROJECT

SISKIYOU BLVD. - PARK AVE. S
GREEK SPRINGS HWY. - JACKSON CO

Action	Date	Signature	
Submitted	10-19-78		
Approved	10-24-78		
	2/1179		
Accepted	3/14/79		





EAST OF STA 29+20 TO REMAIN UNLESS OTHERWISE NOTED.
T NAME SIGNS WEST OF STA 29+20 INSTALLED (7).

Allen A. Rising
COUNTY JUDGE
11/18/78
DATE

SIGNING PROJECT

SISKIYOU BLVD. - PARK AVE. SEC.
GREEN SPRINGS HWY. - JACKSON COUNTY

Action	Date	Signature	Title
Submitted	10-19-78		Traffic Control Engr.
Approved	10-24-78		Sign. Engineer
"	2/14/79		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	3/14/79		FHWA

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street
File 50000, Woodworth

DATE: March 26, 1979

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager J. B. Boyd's letter of February 22, 1979 advises that the State has secured a second appraisal as requested by my letter of November 13, 1978. The State has fulfilled the requirement of securing a second appraisal. My concurrence with the action of the State in securing the second appraisal does not constitute a review of the second appraisal nor the review appraisal dated February 1, 1979.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (F Lowe)
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR
MAR 28 '79
REPLY
FOR
Info | Invs | R/D | D/R | Sign | Air | Etc

4/5 orig to BBJ

February 22, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 50000 - Woodworth
Siskiyou Blvd.-Park St.
Green Springs Highway
Jackson County
Project FF-15(1)

By letter dated November 13, 1978 (HRW-OR), you listed several deficiencies in the State's appraisal and consequently in the State's review. You further required a second appraisal.

The second appraisal has been received and reviewed as of February 1, 1979. Copies were routinely distributed to you on February 7, 1979. No corrections have been secured for the original appraisal because the appraiser has since retired.

We trust this action will satisfy the intent of your November 13, 1978 letter.

JBB:ob
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
FEB 23 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 13, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street
File 50000, Woodworth

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

RECEIVED
TECHNICAL SERVICES
NOV 14 '78
REFER TO
FOR

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We have reviewed the staff appraisal and review appraisal of $27,750 involving the acquisition of 2,178 sq. ft. of commercial property. As a basis for Federal participation in any right of way settlement made on this property I will require the State to secure a second appraisal and appraisal review for the following reasons:

1. Three buildings are included in the acquisition but the appraisal report does not include an adequate description of the interior or exterior. The report indicates that pictures of the property represent an adequate description.

2. The appraisal report places a $4/sq. ft. value on the land within the acquisition even though adjoining properties were appraised for approximately $3/sq. ft. The basis for this determination by the appraiser is that the subject property is not a normal lot because the zoning extends back over twice as far as the average strip zoning for the area. Given the narrow frontage of the subject property along Ashland Avenue, it is difficult for us to follow the appraiser's reasoning.

3. The appraiser values the buildings within the acquisition at $19,000 based strictly on an income approach that totals the monthly gross income for 5 years and subtracts the yearly property taxes. We do not consider this a proper income approach.

4. There were also mathematical errors or typographical errors in Sections 8, 19 and 27 of the report concerning value figures and size descriptions.

Because of the above factors, a second appraisal is required.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)
ODOT (Acct Sec)

9006 21

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon
February 27, 1979

FROM: ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: D. H. Moehring
Assistant State Highway Engineer

Attached is a copy of a letter received from Brian Almquist, City Administrator for the City of Ashland, in which he states the city feels that the particulars regarding right of way accesses [redacted] the Siskiyou Blvd.-Park Street Section of the Green Springs Highway have been satisfied.

as/cw
Attach.

cc J. H. Versteeg
Virgil Wilson

RECEIVED
FEB 28 1979
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

Treat
Do Not File
Return To
Bring Up
Action

REFERRED TO
Board Staudenmayer
Cole Semple
Erikson Watson
Heger Dorn Lee
Return Please Do File Copy Due
BY FINAL DESIGN ENGINEER

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
Telephone (Code 503) 482-3211

February 21, 1979

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Re: Const. Agreement No. 6797
Highway 66 Widening

Dear Mr. Shirley:

The Ashland City Council would like to express its appreciation for your cooperation in addressing the concerns outlined in our earlier letter of January 5, 1979. Mrs. Dora Folsom was particularly helpful in reaching a satisfactory compromise in nearly all cases.

We are now satisfied that everything that we have requested has been completed to our satisfaction, and that the modifications to the contract have been fulfilled.

We are continuing to work with Mrs. Folsom on the Voris property (#49999) and hope to resolve this issue soon.

Thank you for your cooperation.

Very truly yours,

Brian L. Almquist
City Administrator

cc: A. Alsing, DPW

ih

Department of Transportation
HIGHWAY DIVISION
Region 3
1058 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE 672-6755

Victor Atiyeh

ROSEBURG REGION
RECEIVED
FEB -2 1979
IN REPLY REFER TO
FILE

January 30, 1979

MR BRIAN L ALMQUIST
CITY ADMINISTRATOR
CITY OF ASHLAND
ASHLAND OR 97520

Section: Siskiyou Blvd.- Park St.
Highway: Green Springs
County: Jackson

Dear Mr. Almquist:

SUBJECT: Modification of approach widths as set out in your letter of January 5, 1979.

This is a status report setting out the results of contacting the owners of properties that will be affected by the changes.

1. Timbers Motel, (File 49994). Mr. and Mrs. Meister has initialed the change of width and agree to accept a 24 foot approach. The option is being circulated to the remaining interest holders.

2. The 2 approaches to Meister Shopping Center (File 49995) have been changed and accepted by the Meisters as set out by the City of Ashland.

3. The 20 foot drive on the alley behind the Shopping Center has been relocated for better access. The Meisters have constructed an approach on Siskiyou Blvd. so that trucks will be able to drive through rather than back into the alleyway.

4. Mr. and Mrs. Westerkamp (File 50005) have agreed to the elimination of an approach on Ashland Ave.

5. Mr and Mrs. Reed (File 50006) do not care to give up their driveway on Ashland Ave.

6. Mr. and Mrs. Littman (File 50007). Mrs. Littman is agreeable for the City to build an access to Ray Lane if they are assured an approach to Ashland Ave. when they change the lot to commercial use.

7. Mr. Selby (File 50012) does not wish to reduce the width of his approach although he will speak to his architect and see if it is advisable.

8. Mr. and Mrs. Henry (File 50014) and Mr. and Mrs. Revel (File 50015) have signed releases and agree to have a joint access. Mr. and Mrs. Patrick will have 23 feet approach on their property and Mr. and Mrs. Revel will have a 30 foot approach. These will be built on the property line and will be used jointly.

On January 31st, Mr. Box, Mr. Alsing and I will be discussing Mr. Vorris' parking and driveway design (File 49999). This is his property primarily on the South side of Ashland Ave.

I want to express my thanks to the City of Ashland, its council members and officials for their help.

Very truly yours,

Dora Folsom

Dora Folsom
Right of Way Agent

DF/sgp
Copy to J. B. Boyd
Alfred Shirley ✓
Ron Busey
Mayor Prickett & City Council
Al Alsing, Director of Public Works

February 20, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 50009 - Kuester
Siskiyou Blvd.-Park St.
Green Springs Highway
Jackson County
Project FF-15(1)

By letter dated November 13, 1978 (HRW-OR), you stated "In the event that this case cannot be settled for an amount that does not substantially exceed the review appraisal of $38,800, a (third) appraisal should be secured as a basis for Federal participation."

Existing documentation has subsequently been updated. A third appraisal has been secured. A copy of our January 30, 1979 review at $40,000 has been routinely sent to you.

For your information, the file has now been settled at $40,500. We trust that this complies with the intent of your letter.

JBB:ob
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe

RECEIVED
DOT DIRECTOR
FEB 21 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 13, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street
File 50009, Kuester

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Administrator
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

The State's review appraisal dated July 10, 1978 indicated that just compensation for the subject property is $38,800. The State's low appraisal was $33,320 and the high appraisal was $48,462. The high appraisal which is a staff appraisal evidently reaches a conclusion that the major improvement within the taking, a 1920 sq. ft. industrial building which is about 28 years old, has not suffered any physical or economic depreciation. The low appraisal indicates that depreciation is about 35%. We do not believe the staff appraiser's position is realistic nor can it be supported in the market.

The staff appraiser's position appears to have resulted from a failure to properly measure the building because his original appraisal indicated 1,334 sq. ft. whereas the State's reviewer reached the final conclusion that the building contained 1,920 sq. ft. As noted in other staff appraisals made on this project, the appraisal contained a poor description of the improvements. We do not know if this contributed to the failure to properly measure the building.

In the event that this case cannot be settled for an amount that does not substantially exceed the review appraisal of $38,800, a second appraisal should be secured as a basis for Federal participation.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)

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TECHNICAL SERVICES
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Boyd C
FOR
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| | | | X | | | |

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1979

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM Gerald W. Wimer
Local Government Manager

NOTED
E. S. HUNTER

SUBJECT Oregon Project No. FF-15-1(1)
Siskiyou Blvd.-Park St. Section
Green Springs Highway, No. 21
Jackson County

Presented herewith are two fully-conformed copies of a Construction Agreement covering preliminary engineering, right-of-way acquisition, utility adjustments, construction, and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under the date of January 10, 1979.

Please give this matter your attention and, if your concurrence is required, notify this office and original copies from the Oregon Transportation Commission files will be presented for the proper endorsements.

MCH:dmc
Att.
cc: E. S. Hunter
J. L. Sollis
C. W. Head
D. E. Swan

RECEIVED
TECHNICAL SERVICES
JAN 31 '79
REFER TO
FOr
Istc | Inves | R/D | D/R | | | File

ROW 18-4

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

January 29, 1979

In Reply Refer to
File No.:

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Water Facilities Relocation
City of Ashland
Siskiyou Blvd.-Park St. (Ashland) Section
Green Springs Highway
Jackson County
P.E. Project No. FF-166(4)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Ashland's water facilities dated December 21, 1978, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 29, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,353.14.

Yours truly,

original signed by T. Gaither

for D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
JAN 31 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DES/seb
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
John Christopherson

Form 734-3122

January 25, 1979

City of Ashland
City Hall
Ashland, OR 97520

Attention: Han E. Franklin
City Recorder

MISC. CONTRACTS &
AGREEMENTS No. 6797

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Siskiyou Boulevard-Park Street Section of the Green Springs Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

bkr

Attachment

bc: Gerald W. Miner (agreement attached)

9006

21

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 22, 1979

FILE: LOC 17

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Grade Revision - Ashland Fire Station
Siskiyou Blvd.-Park Street
Greensprings Hwy.
Jackson County

A meeting was held Friday, January 19, 1979, in Ashland at the fire station located just off the east end of the subject project. Those in attendance were Alfred Shirely, Jr., Jim Gix, Jack Ayres, Al Alsing and the Ashland fire chief.

In 1971 the State acquired a real estate option for property in front of the fire station. This option stated that the maximum driveway grade into the fire station would not exceed 7%. Since 1971 the ground in front of the fire station has been raised by placement of fill material to provide a level parking pad for fire trucks and lawn. A -8.9% grade and a -15.24% grade now lead from the level pad down to the existing street.

To achieve the specified 7% grade as optioned, the level concrete fire truck parking pad must be removed to within 2 feet of the face of the fire station.

The fire chief stated that they prefer to retain the existing pad. If this were done, the grade to the new highway construction would be -13%. This is acceptable to the city and the fire chief and they recommend that we proceed as shown on the attached sketch rather than originally optioned in 1971.

JA/cp
Attach.
cc: D.H. Moehring
Duane Christensen
George Thornton
Bill Maude
Ron Busey
Virgil Wilson

REFERRED TO
Board, Cole, Eriksen, Hager, Stoudenmeyer, Temple, Warren, Dorn, Lee
Return, Discuss, Be, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

RECEIVED
JAN 23 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

Extra AT Fire Station Per Cross Sectio

℄ Ground Line & Grade as rec
no option.

27144 2d Appt Rt

20 PC

-0.01 ft/ft

-0.02 ft/ft

-0.02 ft/ft

-0.04 ft/ft

-0.04 ft/ft

PC 6+65 27.9

Power & Tel Pole

Sherwood St.

Dwy

45'

East Cemetery Lot

Exist. at Fire Station per cross section taken 4-22-76

℄ Bldg

plus

℄ Ground line & Grade as referred to in option.

27144 Ed Roop et

20' PC

Power & Tel. Pole

Sherwood St.

Dwlg

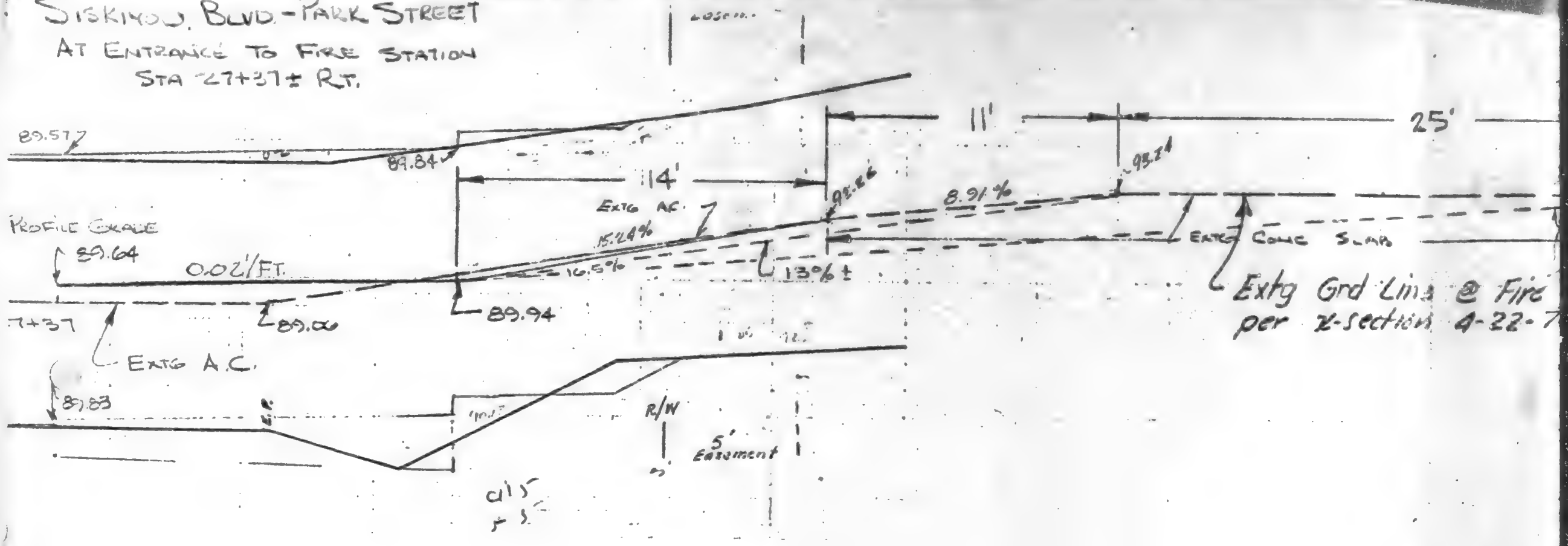
45'

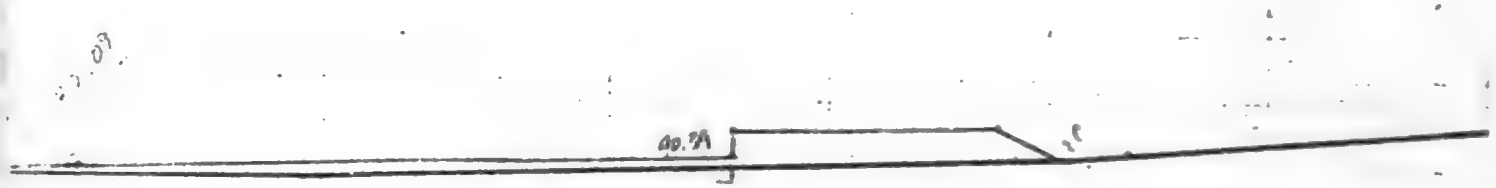
30+88 End Conc

East Comer Lot 6 Blk 25

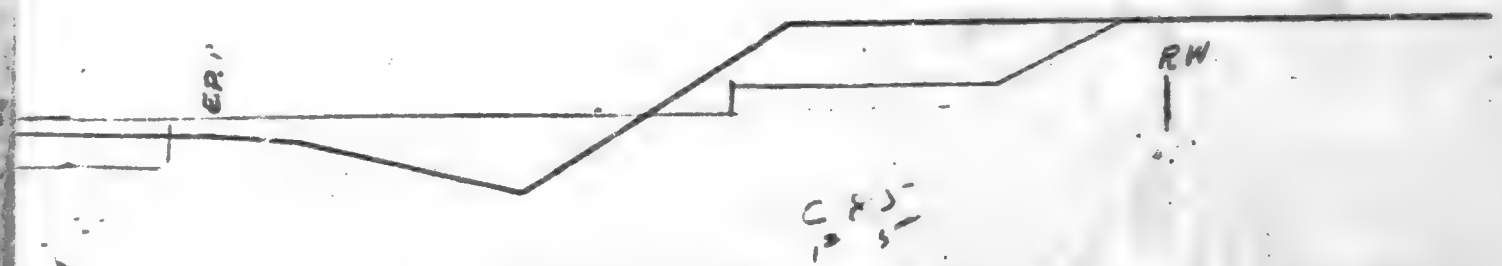
30+58

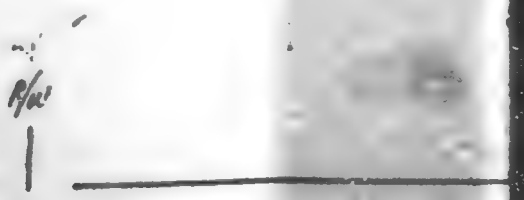
SISKIYOU BLVD. - PARK STREET
AT ENTRANCE TO FIRE STATION
STA 27+37 ± RT.





26 + 41 Street Conn. 2f.
(Sherwood St.)

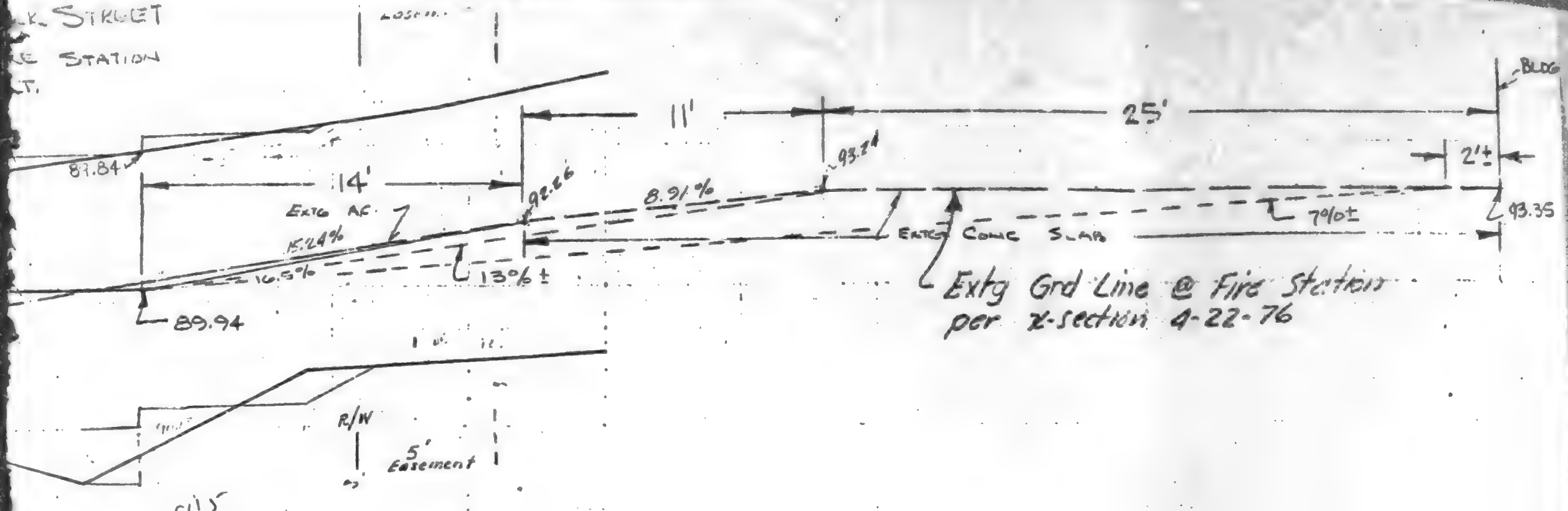




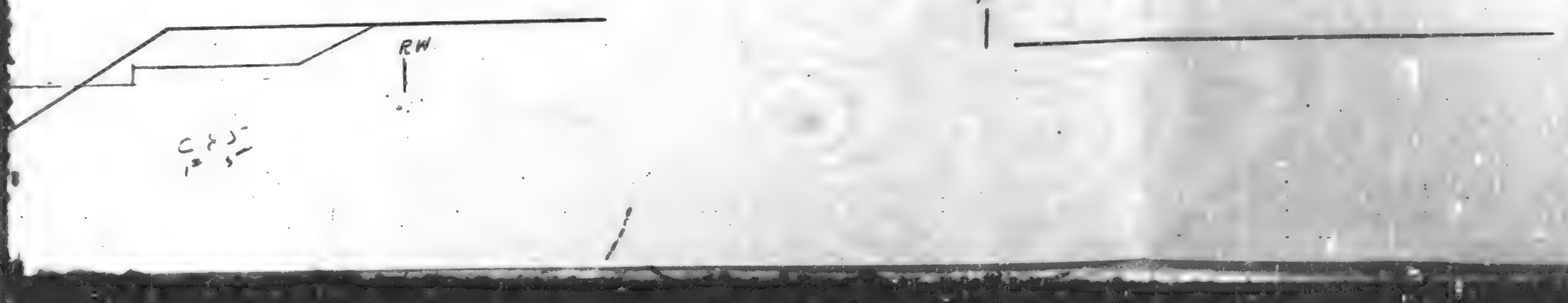
K. STREET

E STATION

T.



26 + 41 Street Cent. Ln.
(Sherwood St.)



FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 16, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Salvage Value Appraisals and Statement of Negotiation

TO: All Regional Right of Way Supervisors

NOTED
E. S. HUNTER

In a recent review of a right-of-way acquisition the Federal Highway Administration questioned our method of preparing a salvage value estimate. In this particular case the estimates were prepared by the Regional Property Agent and were used by a Staff Appraiser to document the value of three misplaced improvements. A copy of the FHWA letter is attached for your information.

I have reviewed the file and I find the criticism justified. The salvage value appraisals were not documented in accordance with instructions set out in Paragraph 9.065 of the Right of Way Manual. Please insure that all salvage value appraisals prepared in your Region are documented in accordance with established procedures.

The last paragraph of the letter concerning the "Statement of Negotiation" should also be reviewed with the Agents in your Region.

RJH:jk
attach.
cc: E. S. Hunter
C. J. Mathias — FHWA
Neil Flanagan

RECEIVED
TECHNICAL SERVICES
JAN 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | Info

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 10, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd. - Park Place
State Board of Higher Education, File 49991

FROM : G. L. Green, Division, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services, ODOT
Salem, Oregon

RECEIVED
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Right of Way Manager Boyd's letter of November 30, 1978 provided additional documentation covering four questions raised by my letter of November 8, 1978. The additional information provided by Mr. Boyd adequately documents the file that the State's final review appraisal and settlement of $85,650 is adequately documented as a basis for Federal participation. The State may therefore code the entire settlement as eligible for Federal participation.

I wish to comment concerning the salvage value estimate of $7,000 and the "Statement of Negotiator". Concerning the salvage value estimate, Mr. Boyd's letter provides after-the-fact support for the $7,000 figure. Salvage value estimates should be supported and documented at the time they are made and before negotiations are undertaken with the property owner. Otherwise, they should not be accepted but should be returned for supporting information. We have not made any extensive review of salvage value estimates. In reviewing other right of way activities, we have noted a tendency for salvage value estimates to be accepted with less and less documentation. I urge the State to inform their field offices that salvage value estimates, in order to be accepted for Federal-aid purposes, should be adequately supported as to the methods used in arriving at the estimate.

Concerning the "Statement of Negotiator", Mr. Boyd's letter fully explains that all considerations were not included in the Option but were included in other documents in the State's file. While we agree this is true, it should be noted that the "Statement of Negotiator" includes a statement "The written agreement (Option) secured embodies all of the considerations agreed upon between myself and the property owner". A negotiator for his own protection should always indicate if there were other considerations that were not included in the Option even though such considerations may be cited in other documents.

G. L. Green

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 30, 1978

RECEIVED
TECHNICAL SERVICES
DEC 1'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49991 - State Board of Higher Education
Siskiyou Blvd.-Park St. Section
Green Springs Highway
Jackson County
Project FF-15(1)

The following is submitted pursuant to your letter of November 8, 1978 (HRW-OR) wherein four items relating to the State's appraisals, appraisal review and negotiations were questioned.

1. The salvage value estimates used by both appraisers (and accepted in review) were considered as indications of the value to the property owner of two substantial residences which did not contribute materially to the value of the entirety. Another approach to this value could have been as an analysis of "interim" use, predicated upon their economic rent over the period of time estimated as their remaining economic life. Recognizing the prior $220 monthly rental of the two houses, which was considerably less than economic rent; assuming a remaining economic life of five years before development of the entirety would be fully justified; and applying an annual rate of 12%; present worth of the existing income stream over the projected 60 periods would be $9,890. Because the estimate of remaining economic life is conjectural, the $7,000 salvage value estimate (the dollar value which the owner could expect to receive by selling the houses for immediate removal) is held to be the more reasonable and probable.

Al Brown, the property agent who prepared the salvage value estimates, is no longer in State employ. However, his estimates have been discussed with our Property Supervisor. Both houses and the garage are one-story structures. They are "easy movers". The estimates are reasonable. A copy of the 30'x34' house salvage value estimate, signed by the Property Supervisor on April 20, 1978, is in file. It is not known why the estimate for the house

and garage (prepared and presumably submitted at the same time) is not in file.

In any event, the salvage value estimates were used by the appraisers as a guide to determine the value of the improvements for acquisition, not as documentation for retention by the owner as provided in Section 9.065 of the State's Right of Way Manual.

2. The revised review appraisal dated August 7, 1978, is admittedly weak in narrative and/or explanation. Attached for your information is a copy of a letter dated November 27, 1978 in which the Reviewing Appraiser further discusses his reasoning.

3. While the option itself is silent on the manner in which payment is to be made to the Grantors, the intent of the parties is clearly identified in my August 1, 1978 Memo to File; in Vice Chancellor J. I. Hunderup's August 14, 1978 letter to me; in the pertinent agenda item of the August 25, 1978 meeting of the State Board of Higher Education's Committee on Finance, Administration, and Physical Plant; in the Vice Chancellor's September 7, 1978 transmittal letter to me; and in the subsequent September 20, 1978 summary letter to Dora Folsom from Edward Branchfield, Assistant Attorney General and Counsel for the Board.

It is admitted that reference to the manner of payment would have been desirable in the option. However, with the intent otherwise so well documented and with the manner of payment involving neither additional compensation nor obligations for the grantor or the State, the omission is held to be immaterial.

4. The incomplete appearance of the negotiation record results from the inevitable tendency for State agencies to conduct some business with our Salem headquarters. While Dora Folsom conducted the basic negotiations from the Roseburg office, certain communications were directed through my office. The State's July 21, 1978 offer letter at $74,250 was presented in good faith by Ms. Folsom on that date. On August 1, 1978, Vice Chancellor Hunderup called me to discuss this offer letter. This contact was documented in my memo to file on that date. In that memo, as you point out, I did "indicate that the State felt that the review figure of $74,250 was correct." What the memo did not say in specific words was that the Board of Higher Education did not agree.

On August 4, 1978, Vice Chancellor Hunderup and Dean Lewis of Southern Oregon College came to my office to discuss the matter further. This meeting is documented in my letter of August 7, 1978 to Hal Versteeg and in my memo to file dated August 9, 1978. The latter memo also refers to my discussion of the review with our Appraisal Unit subsequent to the August 4, 1978 meeting. In this discussion, it was determined that we had but two alternatives---secure a third appraisal, or reconsider the two appraisals previously submitted.

Upon reconsideration, it was held by the Reviewing Appraiser that our offer was in fact low. His reasoning was indicated in his August 7, 1978 review at $8[illegible],650 (further explained in his letter of November 27, 1978). The revised figure was given by telephone to Mr. Hunderup on August 7, 1978 as stated in my memo of August 9, 1978. It was followed up by Ms. Folsom's offer letter dated August 8, 1978.

While "The negotiation record appears incomplete", it is held that adequate documentation of negotiations is contained in the State's file to sustain "the increase in the State's offer from $74,250 to $85,650."

We trust the foregoing will answer the questions raised in your letter of November 8, 1978 and that subject file will be fully eligible for Federal participatic[illegible].

JBB:ob
Attachment
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe

Form FHWA 121 (Rev. 5-73)

GENERAL FILES

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 8, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Place
File 49991, State Board of Higher Education

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

We have reviewed the appraisals, appraisal review and negotiations relative to a right of way settlement of $85,650 and based upon the present documentation in the State's files, Federal participation is limited to our prorata share of $67,250 for the following reasons:

1. The appraisals and appraisal review include two residential units with a salvage value of $7,000. The salvage value appraisal of Al Brown dated April 18, 1978 does not include any support for the salvage value estimate nor was the salvage value estimate reviewed by the property manager as required by Section 9.065 of the State's Right of Way Manual.

2. The review appraiser increased the review figure from $74,250 to $85,650 ($2.35/sq. ft. to $2.75/sq. ft.) with very little analysis other than indicating a potential for commercial development. The square foot rate utilized by the reviewer is not supported by his analysis of land sales.

3. The "Statement of Negotiator" dated September 13, 1978 would indicate that the option includes all considerations agreed upon by the negotiator and the property owner. It does not appear that the option includes the State's agreement to purchase the "Riddle" property.

4. The negotiation record appears incomplete. The record indicates on July 21, 1978 an offer of $74,250 was made to the College. The next negotiation report is dated August 21, 1978 and it indicates an offer of $85,650 was made to the College on August 8, 1978. Memorandum in the file from Right of Way Manager Boyd dated August 1, 1978 would indicate that the State felt that the review figure of $74,250 was correct.

RECEIVED
TECHNICAL SERVICES
NOV 13 19
REFER TO
FOR
Info | Invest | R/D | D/R | Site | Agt | File
X

A memorandum dated August 9, 1978 from Right of Way Manager Boyd indicates that a meeting was held on August 4, 1978 and that the review was now $85,650. The negotiation record does not provide adequate documentation of the negotiations that led to the increase in the State's offer from $74,250 to $85,650.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)
ODOT (Acctg Sec)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-F-15(1)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80111

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-29-78	Primary 15	Primary 21

GENERAL LOCATION:

Siskiyou Blvd.-Park St.(Ashland) Section

GENERAL DESCRIPTION OF WORK:

Last Resort Housing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Last Resort Housing
TEC NTE $7,200

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-21-78 and Mr. Luth's letter of 9-29-78, I approve the last resort housing plan for File 49991 - McCauley.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-78	G. L. Green	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-767

9006

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 16, 1979

FILE: LOC 17

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: D. H. Moehring, Manager
Office of Project Management

Attached hereto are three copies of the construction agreement for the construction of the Siskiyou Blvd.-Park Street Section of the Greensprings Highway in the City of Ashland.

The agreements have been properly signed by the city officials and they have requested that two recitals, which are attached and marked Exhibit "A", be added to the agreement. It is the recommendation of this office that these be added.

In regard to "Things to be Done by the State" in these additional rectials, the plans already provide for the 4 ft. of pavement adjacent to the curb on each side of the street and these can be easily designated as bikeways.

The plans also include the sidewalk planters and in regard to the issue of the curb cuts and accesses, I have discussed these with the city and have viewed them in the field and I have assured the city that we will attempt to resolve the access situation. They are agreeable as long as we try.

The city is willing to accompany our negotiators in their visits with the property owners to explain the city's position on these accesses.

Would you please continue to process this agreement in the usual manner.

as/cw
Attach.

PROJECT MANAGEMENT
CCE ☐ OM ☐
OPE ☐
PM FA
LG

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street
File 49998, Weller (Sweet)

DATE: January 8, 1979

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

Right of Way Manager Boyd's December 20, 1978 letter provided information that indicated that the State's two fee appraisers are now in close agreement on the area of the main building being acquired as well as the market value of the property. The information satisfactorily answers the questions raised by our November 8, 1978 memorandum.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JAN 9'79
REFER TO
FOR
Info | Issue | R/D | D/R | File | Ret | File

December 20, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49998- Weller (Sweet)
Siskiyou Blvd.-Park St.
Green Springs Highway
Jackson County
Project FF-15(1)

Pursuant to C. J. Mathias' October 23, 1978 telephone discussion with M. Mead; and your subsequent letter of November 8, 1978, we asked our appraisers to reconsider their appraisals in light of the discrepancies noted.

By informal memo dated November 21, 1978, Mr. Vandagrift indicated that his measurements were within 4 sq. ft. of the areas held to be correct.

By revised appraisal dated December 12, 1978, Mr. Holt corrected his measurements. His revised appraisal is now in close agreement with Mr. Vandagrift's appraisal.

Copies of Mr. Holt's revision and the State's revised review are attached. Please advise if this satisfies the discrepancies which were noted in your November 8, 1978 letter.

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TECHNICAL SE
DEC 21 '78
REFER TO
FOR
Info | Invest | R/D | D/R | File

JBB:ob
Attachments
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Frank Lowe

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 8, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street
File 49998, Weller-Sweet

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

RECEIVED
TECHNICAL SERVICES
NOV 9'78
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The State secured two appraisals of the acquisition from this property in the amount of $84,135 and $93,500. The review appraisal was $93,500. Both appraisers gave main emphasis to the cost approach in reaching a value for the property. The land value difference between the two appraisals is not significant. The main difference in value is between the improvements that are within the taking. One fee appraiser (Holt) indicates the area of the main building is 3,284 sq. ft. The other appraiser (Vandagrift) indicates the main building contains 3,738 sq. ft.

The review appraisal did not resolve this matter and inasmuch as this constitutes the main difference in valuation in the appraisals, the problem should be reviewed and resolved before settlement is consummated with the owner and before there is a claim for Federal participation.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (F Lowe)

100k

CITY OF ASHLAND CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

1-4-79
~~January 5, 1978~~

RECEIVED
RCE | ACE | TE
DSR | PPR | RLE
RBI | SEC

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Re: Const. Agreement No. 6797
Highway 66 Widening

Dear Mr. Shirley:

The Ashland City Council at an adjourned meeting on January 4, 1979, adopted the attached Resolution No. 79-1, authorizing the Mayor and Recorder to sign construction agreement No. 6797 for the widening of Hwy. 66 from Park Street to Siskiyou Boulevard.

You will note that the agreement was signed subject to the modifications attached to the resolution. The principal concern of the Council was with eight (8) driveways as follows:

1. Reduce driveway width at Timbers Motel, #49994, office entrance to 24 feet.
2. Align driveways to Meister Shopping Center, #49995, to match with driveways on Siskiyou Blvd.
3. Investigate relocating 20 foot driveway at SW corner of Walker, #49995, to the Walker side (may require small property acquisition from C & D Hays).
4. Eliminate drive at NW corner of Holmberg property, #50005, (property owner has agreed to this).
5. Attempt to relocate driveway to residence on C & G Reed property, #50006, to Lit Way side.
6. Attempt to relocate driveway to residence on Bayless/Morrison property, #50007, to Ray Lane side.
7. Reduce driveway width at Farmers Insurance Agency, #50012, to 24 feet and move to east property line.
8. Consolidate two drives to Fuckett #50014/Revel #50015 properties, and center at mutual property line (reduce to 40 feet if possible). These property owners are also agreeable with this arrangement.

In addition, you will note that the City wishes to be consulted in the negotiations for driveway approach design with R. W. Voris, #49999, at the SE corner of Walker Avenue.

We would like to meet with you as soon as possible to discuss these proposals in the field, and to expedite this critically needed project.

Very truly yours,

Brian L. Almquist
City Administrator

cc: Mayor & City Council
Director of Public Works

ih

WALKER AVE.

24'
7+60

40
5+70

4.0 Ac. ± Lt.

49991

45'

50'

45'

50'

10

Dick Meister would like alley driveway shifted toward Walker

Perm. Ease. - Slopes & Overhead Power Line Facility

44'

44'

49995

2.04 Ac. ± Rt.

R & B. Meister
D 72-08621

C & D. Hays
398-345

LIT WAY

Medford Monthly Meeting of Friends

1st Church of Christ (C.P.) D 75-03347

H.L. Woodworth 16 40 66-03273

24'

90 feet

17+49.70 Δ 0°43' Rt.
N 196,094.11
E 1,908,036.82

17+20 24' reconstruct pavement

1.15 Ac ± Lt.

0.47 Ac ± Lt.

225 sq. ft.

50000
0.05 Ac. ±

50001
① 0.07 Ac. ±

45'

Fd. ¾" I.P.

Reed C.&R. Winn D 74-15250

10655 sq. ft. ±

50' ±

50006
① 3485 sq. ft. ±

This owner indicates that he would be willing to give up this driveway

44'

48'

30'

ELIMINATE

50005
① 590 sq. ft. ±

16' MH

① 605 sq. ft. ±

50005

13720 sq. ft.

Perm Ease. - Slopes & Overhead Power Line Facilities

50004
0.6 Ac. ± Rf.

Fd. ¾" I.P.

+49.70

+00

6698 sq. ft. ± Rf.

H.F.T. Holmberg D 74-11345

Stop

ASHLAND Center

R. Deters & L. Pirollo 598-231 205-323

C.F.P. Holt D 73-06152

LIT WAY

C. C. NO. 45

C. C. CLARK

TRACTS

A

RAY LANE

NORMAL AVE.

G. Litwiller
D69-06308

C. & H. Litwiller
510-396
516-427

9210 ± Lf

14910 ± Lf

50010
2175 ± Sf

50011
2595 ± Sf

87°12'00" E

Owners indicate that driveways should be placed 3 ft from the common property line.

50012
0.20 Ac ± Rl
L. & B. Officer
493-500
J. & G. Arie (C.P.)
D71-06928

50013
8679 ± Rf.
A. & S. Berman
D73-09600

50014
0.831 Ac ± Rf.
J. L. Puckett
216-467

50015
9341 ± Rf.
W. & M. Revel
D68-10497

RAY LANE

Date 12-26-78 PROJECT MANAGEMENT OFFICE MEMO

Subject Siskiyou Blvd - Park St. Sec File No.

Received (~~call~~) (visit) from J B Boyd

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Agreement with Ashland not signed but probably will be. Why do we not have agreement prior to start of R/W Acquisition? Formal agreement is prepared by Holmes when job is 5 months away on letting schedule.
1-3-78 Explained this time frame to Dave Mahoney. He agreed with timing. Wanted explained to Boyd. Joy says our problem if we don't get an agreement but authorized him to acquire. Dave says early agreement wouldn't hold up if City backed out. Says continue with using the nearly complete project plans on our present schedule & Times

Signature D.T. Mahoney

Holmes (D)

File ( ) ( ) (X) ( ) ( ) (O) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Mainor — Jack Ayres called with this. You'd better

This paragraph should be added under RECITALS:

The parties hereto recognize the special, cultural, ?????, and historical circumstances of the City of Ashland in maintaining the (landscaped center island concept) within its arterial street system. Therefore, it is agreed that landscaped center islands may be constructed in the future on the Siskiyou Blvd.-Park St. Section of the Green Springs Highway by the City of Ashland, at the City's cost, with the concurrence of the Oregon State DOT.

Under THINGS TO BE DONE BY STATE:

State shall construct the highway improvements, such as the 4-foot of pavement adjacent to the curb on each side of the street will be available for bikeways. These areas will be ~~marked and signed~~ designated as bikeways. (Jack's note-I'm not sure about the signing-Mainor, call)

State shall include sidewalk planters with street trees and an automatic sprinkler system in the sidewalk sections of the construction project. The design will be as ????? noted on the construction plans as mutually agreed to by City and State.

State shall confer with City prior to negotiating property options concerning width of driveways serving abutting properties. In cases where options have already been negotiated, State shall attempt to re-negotiate the driveway width if they exceed ~~said~~ City standards.

Read it to him & see if I copied it down correctly.

Lisa

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon

December 21, 1978

FROM: Dora Folsom
Right of Way Agent

Dora Folsom by mail

SUBJECT: City Council Meeting
City of Ashland
Re: Siskiyou Blvd.-Park St. Sec.

TO: MEMO TO ~~FILE~~ Director Public Works

On December 15, 1978, I was doing a telephone follow up with Mr. Al Alsing, City Public Roads. This was in regard to the earlier meetings with him and Mr. Box for the resolving of approach width problems on the project. ← City Planner

The newspaper article of December 14, 1978, regarding a building moratorium was mentioned. Mr. Alsing asked particularly how would we be affected. I pointed out that if the moratorium on Highway 66 was for any length of time it would make it impossible to relocate the businesses in time for the deadline of construction.

He later called me again, saying the ordinance on the moratorium excluded the businesses affected by the widening project. He then said the Council would discuss the acceptance of the agreement for widening Highway 66. This might be of interest to me.

I said I would plan on being at the meeting.

At the Council meeting of December 19, 1978, the matter of the moratorium was mentioned early in the evening. This matter concerns the future planning and beautification of Ashland. The possibility of using City revenue for establishing median plantings on Highway 66 was discussed. Dr. Sweet, one of the businesses involved, rose and spoke against the median. He said it had been determined earlier by the public and the businesses on Highway 66 that is was not wanted.

Mr. Alsing pointed out the median was not promoting safety on the street.

Another person from the audience questioned the legality of the City placing anything on the right of way.

The Mayor said this problem is not related to the matter on the table (construction moratorium). He said it will be addressed later when the acceptance of the agreement came up.

Later, the agreement matter was brought to the table. This is Agreement No. 67-97. Apparently the City has never voted on its acceptance.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OFE ☐
DEC 26 1978
File: PM FA
LG
TAA Holmes

cc Mochrina
For your info

Mr. James Law, Councilman, immediately jumped into the discussion with the statement he did not like what the Highway had done with that portion of Highway 66 built from the interchange to the over pass. He was going to vote no on accepting the agreement.

Mr. Brian Almquist, the City Manager, immediately pointed out it had taken a number of years to get the project this far. If it should be voted down, he could say, with almost certainty, that due to a shortage of matching funds, the State would take the money elsewhere. The highway would never be widened.

Mrs. Caroline Eidman, antique shop owner, rose and introduced herself. She said the people along the highway had been held in limbo for 16 years, and urged the Council to pass the agreement.

The median plantings were again mentioned. Dr. Sweet said the median strip on Siskiyou Boulevard was through an area of primarily residences where the traffic did not dictate a lot of turns. The traffic from Park Street to Siskiyou Boulevard was primarily business in nature and turning was essential to their livelihoods. He said the downtown business district, which is commercial, did not have a median. He also pointed out there were expenses in architect fees, permits, etc., that had already been spent by the citizens along the improvement.

There was more bandying around of the need for the widening. Mr. Law said, when coming from the shopping center he never waited longer than 30 seconds to get onto Highway 66. He felt the town could live with the present highway. When traffic was too much, they could then build the proposed by-pass from the freeway exchange to downtown via the railroad track route.

He was still adamant about his no vote. Someone also mentioned the problem of oversized approaches being constructed by the State.

At this point Mr. Law became over zealous in his criticism of the State. He said they would not listen to suggestion, but went along in a high handed manner, etc., etc.

At this point I raised my hand for recognition. I introduced myself and my agency. I said I felt I should make my presence known because we were not unreachable and uncooperative. Other State people and I had been in close contact with the City as soon as we were aware there was a problem with approaches. The first we knew of any problems was when Mr. Voris had come before the Council for a zone variance. The City had recommended a 16 foot approach. We felt this to be small for a service station and was not consistant with others in Ashland. We had allowed 24 feet.

There has been a meeting with Mr. Box and Mr. Alsing to find out where the differences lay, and how they could be resolved.

The City Manager said much of the line has been optioned. He asked how long the options were good. I told him we had signed options and recorded documents. He then told the Council, it would be a different position to renegotiate when the matter was this far along.

I told them we were still looking at solutions to the problems. The south side of the street, and more particularly Mr. Voris' property was mentioned. I said this was still in the negotiation stage.

They asked if they could approve the agreement subject to the problems being resolved.

Mr. Ragsdale, Acting Chairman, said he did not want to vote on this matter tonight, as he was afraid of the outcome. It was far too serious to not consider the matter further. It was suggested the matter be brought back at the next council meeting (January 2, 1979).

I met with Dr. Sweet and Mrs. Eidman in the corridor. They were shocked by the meeting and asked what might happen next. I said I didn't know.

Mr. Alsing came to me and said the Council felt it urgent for us to get back into discussion. Could I please arrange a meeting for Thursday of this week (December 21, 1978)? I said I would put the wheels in motion first thing in the morning.

DF:maw

Copy to J. B. Boyd
Alfred Shirley, Jr.

9006 - D — 21

~~GIX~~
~~Elec~~
Eric

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 LOC 17

December 5, 1978

Mr. Allen Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

NOTED
G.L.C.

Dear Mr. Alsing:

Our Salem office has recommended that no bikeway signing be installed on the [redacted] Section on the [redacted] due to the recommendation that the striping be compatible with the section already completed between Park Street and the freeway.

This section is striped with a 16 foot median, 12 foot interior lanes and 15 foot curb lanes. No shoulder lines are present to separate the three foot shy distance to the curb.

It is the recommendation of our Salem office that the three foot shy distance not be signed and striped as a bikeway. This area can be utilized by bicycle traffic if they so choose.

NOTED
L. E. GEORGE

Cordially,

ORIGINAL SIGNED BY J. J. GIX

JAMES J. GIX
Regional Construction Engineer

REFERRED TO
Beard, Cole, Eriksen, Hager, Sample, Dorn, Stoudenmayer, Watson
Return, Discuss, Do, File Copy
BY FINAL DESIGN ENG

LO.

JJG/KDO/cp

cc: L.E. George
George Thornton
Ron Busey

Vorstoog, McChristensen, George, Olsen, Terpin, Sullivan, Scott, Andersen, Trout

RECEIVED
DEC 11 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

NOTED
ELMER SCOFIELD

RECEIVED
DEC 1 1 1978
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

Form 81-734-0122

Form FHWA 121 (Rev. 5-73) 9006

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE.- Salem OR 97301

DATE: November 13, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project FF-15(1)
Siskiyou Blvd.-Park Street Section
File 50008, Reed

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

The right of way settlement of $41,550 is supported by two appraisals and the settlement appears adequately supported. However, we note that the staff appraisal relies almost completely on photographs in order to provide a description of the property. While pictures are valuable and an excellent tool, we disagree that an appraisal involving improvements valued at over $30,000 should rely simply on photographs as a basis for description. This matter is brought to your attention because other appraisals made by the same appraiser on this project fail to provide an adequate description.

for G. L. Green

cc:
ODOT (F Lowe)

RECEIVED
TECHNICAL SERVICES
NOV 15 '78
REFER TO:
FOR
Info | Invest | R/D | D/R | Sign | Apl | File
X

9006

21

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 24, 1978

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Siskiyou Blvd.-Park St. (Ashland)
Green Springs Highway
Jackson County

We were recently advised that a problem exists concerning the location of mail boxes throughout the subject section. We understand that the post office will not deliver mail along this section unless a shoulder area width is provided of sufficient width to allow them to pull off the travelled way.

Sufficient right of way is not available to provide for a wider shoulder or pull out area, than that detailed on the plans.

It is suggested that Region contact the post office and the City of Ashland to work out an agreeable solution to this problem. One suggestion was to locate all mail boxes on adjacent side streets.

DOC:ab
cc: Robert Ewen
L. C. Watson

Verbeeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson
Trout

RECEIVED
OCT 25 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

9006 21

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon
September 21, 1978

FROM: Ronald Busey
Resident Engineer

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Siskiyou Blvd. - Park St. (Ashland)
Green Springs Highway
Jackson County
Prefix: 15-1933
Storm Drainage

Attached is a letter from the City of Ashland giving us the authority to connect to their sewer lines.

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
SEP 25 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

cc: Region Engineer
Steve Macnab
File

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Dup
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 22 1978
HIGHWAY ACCOUNTING

10/5/78
Map retained in Designers file. S.W.

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

12 September 1978

Oregon State Highway Division
P.O. Box 267
Grants Pass, OR 97526

Attention: Ron Busey, Resident Engineer

Dear Ron,

Please consider this letter as authorization to connect into the existing storm sewer system on the Greensprings Highway Project at the points previously indicated and at the rate of flow mentioned in our earlier conversations.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

AAA:kb

RECEIVED
SEP 13 1978
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
ASST OF FILE INSP

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 11, 1978

Grants Pass, Ore

FILE:

FROM: Ron Busey
Resident Engineer

SUBJECT: Siskiyou Blvd - Park St.
Storm Drainage

TO: Dick Lenz
Hydraulics Engineer

Attn: Steve Macnab;

As per your request in a August 15 telephone conversation I am submitting the following data on the Siskiyou Blvd - Part St. storm drainage.

Attached is a map showing what data the city could give us and the additional information obtained in the field.

The system that goes through the college grounds appears to be 24" concrete all the way. We were never able to locate the outlet because of the heavy brush but the city map shows it going straight to the ditch along the railroad. The city maintenance man confirms this. We went up the hill and tried to estimate the approximate drainage area for this system. It is shown in red. The city maintenance man says the only problem with this system is it gets plugged up with paper cups and other debris the kids through into the inlets. He says there is no capacity problem with this system.

My crew reports many of the inlets are plugged with sand and other debris and not functioning. Most of the information we obtained is written on the attached map.

The city is preparing a letter giving us permission to use the outlets as shown on our preliminary construction plans. The

only problem is the system located at station 12+15. According to the city maintenance there is a 8 inch section in the line and it overflows during periods of heavy rainfall. We were unable to determine this in the field for sure so the city is going to check this for us and include the information in thier letter. I will forward it on to you as soon as I receive the letter.

The system on Normal Avenue runs water all the time. The city reports this is irrigation water in the summer season. In talking to the maintenance man he reports there has never been a capacity problem in this system. He does not feet what we are doing there will create any additional problems.

The city has no master drainage plan nor is there any development plans in the area that can be identified. When they do design they use a 10 year design frequency.

As you can see it is a bit hap-hazzard. If you need any further information give me a call.

rb/RB

CC: Jim Gix
file

9006

OREGON STATE HIGHWAY DIVISION

TO: Duane O. Christensen, Final Design Eng.
Att: Lyle Watson

21

SUBJECT: Prelim. plans revisions.
Klakiyou Byld.-Park St. (Ashland)

FROM: Wm. Maude

DATE: August 22, 1978

Attached is a set of plans for the above named project with several revisions marked on them. This confirms the phone calls.

Iwould suggest that the base design be of all one material, ie full depth treated base or full depth base rock as this simplifes the construction and saves money by elimiating one finishing step.

The construction staging should be changed to reflect that R/W additions are all on the left and the new centerline is twelve feet to the left of existing center-line. This will modify some quaK nities.

Driveways are going to cause some problems. I would perfer (as would the D.E.) that the driveways be limited to a with of 35 feet. The detail map is somewhat out of date and the final amount of this item will have to wait untill the R/W purchase is complete.

This area has a large amount of drainage problems. I would like to have a bid item for perf. pipe and special filter material. The bid quanity can be small as long as it is in the bid schedule.

Wm Maude
(SIGNATURE)

PLEASE REPLY HERE

Vanloog
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 23 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO

Beard Stoudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER
Retained plans in designers file. 8/25/78
(SIGNATURE) (DATE)

CC:

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 3 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9006

21

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 1, 1978

FILE: Siskiyou - Park St. Green Springs

FROM: J. B. Boyd
Right of Way Manager

TO: Hal Versteeg
Head of Engineering

SUBJECT: State Board of Higher Education
File 49991
Meeting - August 4, 1978

On August 4, I met with Jack Hunderup and Dean Donald E. Lewis of Southern Oregon College to discuss the acquisition on the above subject file. Among problems of valuation two items were brought up that require your attention.

1. A storm sewer at the beginning of the project, Station 1+00 is indicated to have capacity problems. Dean Lewis says that in times of heavy rainfall this sewer spouts water from the ground at several locations. With the addition of the connection #17 on Sheet 3 it would appear that probably we are adding problems to an already overtaxed system.

2. They indicate that Stadium Street shown at 6+20.32 is not a dedicated street, but an internal street system for the campus. I will have the Title Attorney look this file over and determine if in fact we should be paying the Board of Education for the property being taken for this connection. The Description Section should also look at this problem.

JBB:jk
cc: Al Shirley
Lyle Watson
Tony Viducich
Virgil Wilson

RECEIVED
AUG 07 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

Do Not File
Return To
Bring Up ___/___/___
Action

No add'l data in our File. Tony Viducich will make a determination.

8-11-78 Copy sent to Dave Moench for review. Also discussed with him Doc

1006

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon

May 10, 1978

Jack Ayres

FROM: JACK AYRES
Acting Regional Federal-Aid Engineer

TO: D.H. Moehring, Manager
Office of Project Management
SALEM

SUBJECT: Tree Wells
Siskiyou Blvd.-Park St.
(Ashland) Section
Green Springs Highway
Jackson County

Attached is information received from Ron Busey and the City of Ashland concerning the above project. This information should probably be sent to the various sections which will be involved with the implementation of the city's request.

JA/cao
Encl.
cc: Ron Busey
George Thornton

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 11 1978

TAA Holmes File: PM FA LG OP

Share this info as needed. If we don't have enough info to prepare agreement arrange for it

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Grants Pass, Oregon
May 5, 1978

FROM: Ron Busey
Resident Engineer

TO: Jack Ayres
Acting Federal-Aid Engineer

SUBJECT: Tree wells
Siskiyou Blvd-Park St.
(Ashland) Section
Green Springs Highway

As requested, Glen Clarks attached letter of March 27, 1978 to Bill Maude, I talked to Mr. Almquist about the tree wells and the irrigation system.

Mr. Almquist wants a 3' x 3' tree well adjacent to the curb spaced at 35' minimum to 45' maximum intervals as required to avoid the driveways.

He wants a bubbler type irrigation system including a time clock.

He wants Sweet Gum or other types of slow growing trees similiar to what they presently are using in downtown Ashland.

They want a design similiar design to what they are presently using. Attached photos show the downtown Ashland tree wells.

cc: Alfred Shirley Jr.
J. H. Versteeg
George Thornton

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Roseburg, Oregon

March 29, 1978

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Bill Maude
Resident Engineer
MEDFORD

SUBJECT: Additions of tree wells, trees and irrigation system Siskiyou Blvd.-Park St. (Ashland) Section Green Springs Highway

The subject project is now on the contract letting schedule for the second fiscal quarter (October-November-December 1978).

Please contact Mr. Almquist, City Administrator, locate the tree wells and submit a list of locations with a suggested design (brick, concrete covers, etc.) so that they can be added to the contract plans. If the city has a species of tree send in their suggestion.

By a copy of this letter I am asking the Project Management Section to prepare an agreement specifying that after the contract establishment period the city will maintain the trees, pay for the water consumption, maintain the irrigation system and the tree wells proper. The agreement should state that the initial installation will be a part of the contract. The design and locations will be reviewed by the city prior to contract award.

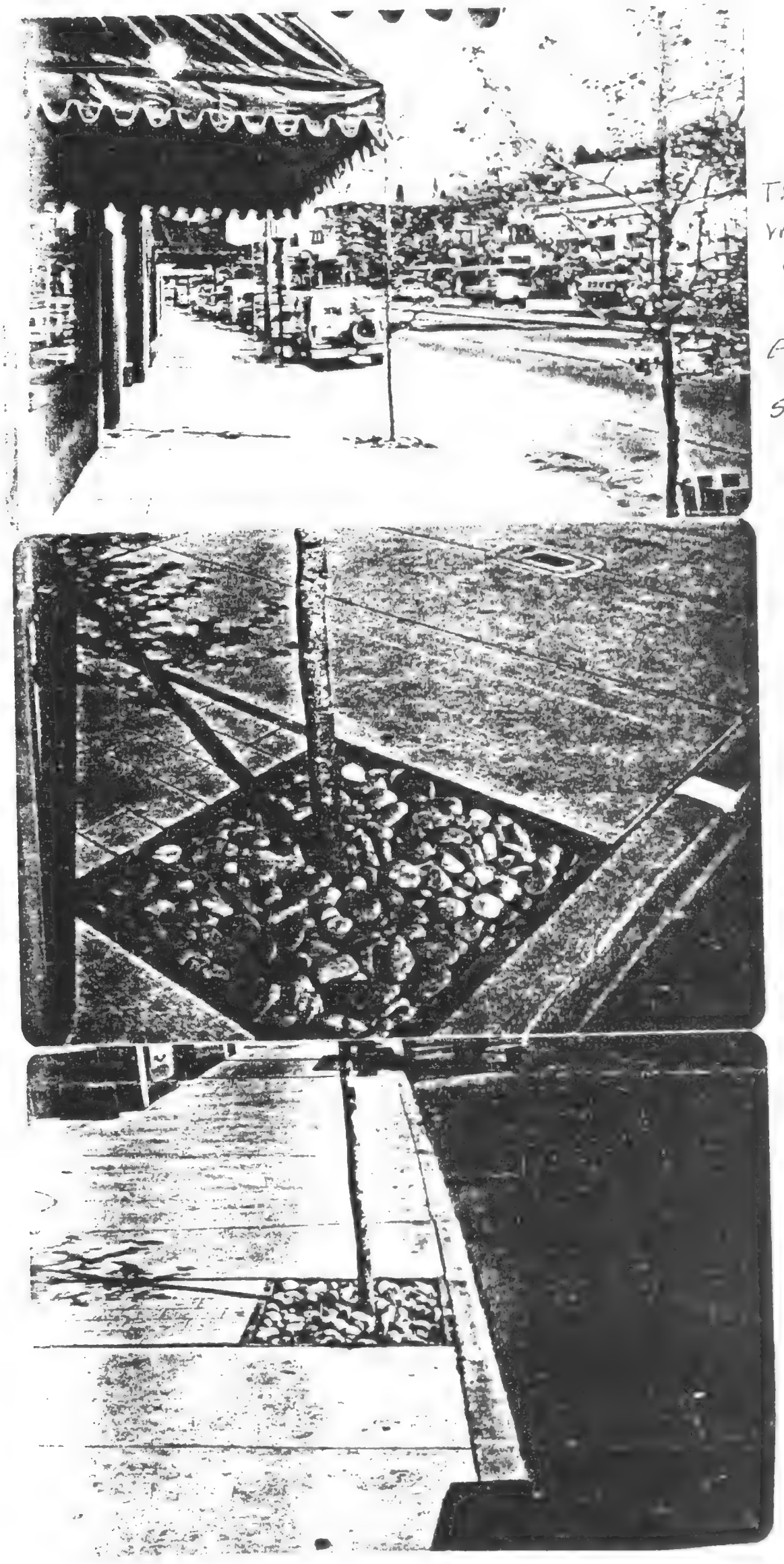
GLC/cao

cc: J.H. Versteeg
D.H. Moehring
L.E. George
George Thornton

3x3 tree well adjacent - Bubbler type irrigation - with time clock - sweet gum - same as elsewhere

Oregon State Highway Division Res. Engineer
REC'D _____ Medford
MAR 2[illegible] 1978

Res. A Res A Res. Office 2 3 4 5 6 7 8 9



TREE
WELLS
CITY
OF
ASHLAND

5/4/78

9006

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 27, 1978

FILE: LOC 17

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: Bill Maude
Resident Engineer
MEDFORD

SUBJECT: Additions of tree wells, trees and irrigation system Siskiyou Blvd.-Park St. (Ashland) Section Green Springs Highway

The subject project is now on the contract letting schedule for the second fiscal quarter (October-November-December 1978).

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GLC/cao

cc: J.H. Versteeg
D.H. Moehring
L.E. George
George Thornton

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAR 28 1978
M
TAA Holmes File: PM FA
LG OP
Need agreement

CITY OF ASHLAND CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

March 10, 1978

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg 97470

Dear Mr. Shirley,

This letter will verify previous conversation and correspondence concerning landscaping on Greenspring's Highway between Siskiyou Boulevard and Park St.

The city of Ashland has proposed that tree wells with street trees and automatic sprinkler system be substituted for center island treatment and landscaping.

The tree wells would be located adjacent to the new street curbs in the sidewalk section and be spaced from 35 to 45 feet apart to fit existing driveway locations.

The city will provide maintenance at its cost subsequent to installation.

Very truly yours,

Brian L. Almquist
City Administrator

bs

cc: U.S. Lumber
E.S. Hunter -
If you concur
we will request
agreement -
Bud Shirley

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 3-17-78
Bud Shirley - Als Concurred
cc Versteeg
Klabzuba
Coultas

RECEIVED
TECHNICAL SERVICES
MAR 16 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

776-6001

9CC6

21

STATE OF OREGON

INTERCHANGE MEMO

TO: J. H. Versteeg
Head of Engineering

Attention Lyle Watson

DATE: March 20, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Siskiyou Boulevard-Park Street Section
Green Springs Highway
Jackson County

We have reviewed the proposed landscaping on the above project to determine if it would interfere with visibility of the required signing.

Tom Savage of Landscape indicated that the proposed trees should reach a diameter of ten feet within the next ten years. The most critical location for sign visibility would be when a motorist is driving in the right-hand lane next to the fog line. This would place the driver approximately eleven feet from the curb. The landscape plans were checked to determine if any trees could restrict the visibility of signs below their readable distance. In six locations, this problem could exist. Four of the locations involve school crossing signs at Walker Street and the other two are speed signs east of Lit Way. It is imperative that these signs be as visible as possible.

Therefore, it is recommended that six trees be omitted. They are:

1. Sta 3+30± right (south side)
2. Sta 5+40± right (south side)
3. Sta 9+35± right (south side)
4. Sta 10+45± left (north side)
5. Sta 19+10± right (south side)
6. Sta 19+85± left (north side)

L. E. George
Traffic Engineer Supervisor

SRW/ds

REFERRED TO

Beard, Dorn, Cole, Sample, Eriksen, Watson, Heger, Leu

Return, Discuss, Do, File Copy, Due

BY FINAL DESIGN ENGINEER

Versteeg, Christensen, Georgs, Olson, Terpin, Sullivan, Scott, Savage

RECEIVED
MAR 21 1978
ENGINEERING SECTION

Trout

Do Not File
Return To
Bring Up ___/___/___
Action

9006

CITY OF ASHLAND CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

March 10, 1978

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg 97470

Dear Mr. Shirley,

This letter will verify previous conversation and correspondence concerning landscaping on Greenspring's Highway between Siskiyou Boulevard and Park St.

The city of Ashland has proposed that tree wells with street trees and automatic sprinkler system be substituted for center island treatment and landscaping.

The tree wells would be located adjacent to the new street curbs in the sidewalk section and be spaced from 35 to 45 feet apart to fit existing driveway locations.

The city will provide maintenance at its cost subsequent to installation.

Very truly yours,

Brian L. Almquist
City Administrator

cc: B.S. Counter
E.J. Hunter -
If you concur
we will require
agreement
Bud Shilling

bs

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-17-78
by Shirley Mpeltring TAA
Hunter 3-17-78

RECEIVED
STATE HWY ENGR
MAR 16 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

21

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

LOC 17

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

January 27, 1978

Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland OR 97520

Dear Al:

This will acknowledge receipt of your preliminary plan for landscaping on the Siskiyou Blvd.-Park Street Section of the Greensprings Highway. By a copy of this letter, I am forwarding those plans to our Design Section with the recommendation that they be included in the construction plans for the upcoming project on this section.

I am further recommending that we enter into an agreement with the City of Ashland where the City of Ashland assumes the maintenance for the landscaping upon completion of the project.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

These are along the sides of the street. a&d.

as/cw

cc H. S. Coulter
E. S. Hunter
J. H. Versteeg, w/encl.

REFERRED TO

Board — Dorn
Cole — Sample
Erikson — Wetmore
Hager — Lau
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

1 Versteeg
3 Christensen
George
2 Olson a&d.
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 30 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

Called Region — Graesman will try to find out whether this is in lieu of raised median — or if a decision has been made on that. a&d.

Eric advises City has given up on raised islands — will send in memo. a&d.

9006

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO. 15(1)

STATE PROJECT NO. See Below

COUNTY NAME: Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80111

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-23-78	Primary 15	Primary 21

GENERAL LOCATION:

"Siskiyou Rlvd - Park Street (Ashland) Section"

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☒X ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-4-78 letter, I approve the relocation plan for the subject project, and you are authorized to proceed with the actual acquisition of right of way as outlined on right of way map 10C-50-6 at a TEC NTE $612,000 - F.F.-$525,090.
Federal participation is limited to that right of way actually incorporated in the final location

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-23-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1006

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

PUB 7

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

December 27, 1977

Mrs. J. W. McCoy
311 N. Main Street
Ashland OR 97520

Dear Mrs. McCoy:

Your letter of December 19 addressed to H. S. Coulter, State Highway Engineer, has been referred to this office for a reply. The City of Ashland is now considering a revision in their proposal in regard to landscaping on the proposed improvement to Highway 66 between Park Street and Siskiyou Blvd.

We have indicated to the city that we would consider any proposal but we do not feel that we could approve any proposal that would provide a traffic hazard or be detrimental to the safety on the project.

Cordially,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter

RECEIVED
STATE HWY ENGR
DEC 28
NOTED
H. S. COULTER
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

311 North Main Street
Ashland, Oregon 97520
Dec. 19- 1977

Mr. H. S. Coulter,
State Highway Engineer - Salem, Oregon

Dear Mr Coulter;

Some time ago, I wrote to you regarding Ashland's situation for landscaped islands on a section of Highway 66. Your letter to me - Oct. 21-'77, is appreciated.

Now, it seems to me that a recent complaint about vehicles parked at Walker & 66 should cause the Safety Commission to realize the dangers of planting trees along the highway. Rather inconsistent! We contend with so many hazards in driving. I'm not in favor of adding any in the name of beautification.

The recent clippings may be of interest to you.

Sincerely,
Imogene W. McCoy
(Mrs. J.W.)

RECEIVED
STATE HWY ENGR
DEC 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Gen | Act | File

Medford firm bids low on Ashland signal job

Ashland Tidings 12-17-1977

Sims Electric Co. of Medford is the low bidder to install new traffic signals at Siskiyou Boulevard and Mountain Avenue in Ashland.

The Oregon Transportation Commission announced Wednesday that Sims had a low bid of $72,397 to put up the traffic lights and also to build a left-hand turn refuge on Mountain.

Sims co-owner Chuck Wakefield said Friday that he expects his firm would be awarded the contract sometime next week. He said the project is supposed to take 200 calendar days, including acquisition of materials which is sometimes very slow.

If materials arrive early enough, the signal could be in place as soon as August, 1978.

The state earlier had scheduled the project for last summer, but it was delayed.

City of Ashland funds will not be used toward the project, by agreement with the state.

The traffic signals are the result of efforts mainly by local college people to install them at an intersection they said is dangerous and busy. Southern Oregon State College and Ashland High School are both located nearby and many students walk across the boulevard at that point.

City airport panel okays more hangars

The Ashland Airport Committee decided Wednesday to proceed with plans to increase from 20 to 40 the number of hangars at the municipal airport.

The committee will recommend to the city council that it agree to permit Southern Oregon Skyways (SOS) to build the additional hangars at a cost of about $100,000.

At present, SOS pays the city $10 per hanger per year, from the $45 per month rent it charges for the hangar space. A $5 increase is proposed, bringing the city's share to $15 per year. New hangars would be rented for $55-65.

Existing hangars would be improved to include floors and doors and would rent for $55-$75.

Also at the noon meeting Wednesday, Elmont George, fixed base operator of the airport, told the committee that the facility needs additional office space. He and committee member Cliff Chaney are to develop preliminary plans for the expansion.

Traffic panel calls for ban on vehicle parking

The Ashland Traffic Safety Commission has recommended that no parking of vehicles be allowed to the front of the First Federal building facing Highway 66 at Walker Avenue.

The commission recommendation voted Wednesday would be sent on to the city council.

There had been complaints that motorists pulling up to the Walker-66 intersection on Walker couldn't see traffic because of parked cars in front of the building.

In other action Wednesday, the traffic panel called for City Engineer Jim Olson to bring a detailed Highway 66 median islands proposal to the January commission meeting including a plan for planting street trees along the highway.

Highway 66 from Park Street to Siskiyou Boulevard is due to be widened by the State Highway Department. The city has been trying to get state officials to include some sort of median island design in the project. So far, the state had rejected the proposals.

The traffic panel also recommended that a 30-foot section on Harrison Street between Iowa Street and the boulevard be designated for no parking near the alley.

October 21, 1977

Mrs. J. W. McCoy
311 North Main Street
Ashland, OR 97520

Dear Mrs. McCoy:

It is gratifying to find that some citizens from Ashland agree with the position of the State Highway Division that it is not desirable to include landscaped islands on the proposed improvement of the Green Springs Highway between Siskiyou Boulevard and Park Street.

We are continuing to work with the City in an effort to reach a mutually acceptable design which will reduce the congestion and accident potential on this street.

Thank you for your support and your continuing interest in our highway improvement program.

Sincerely,

H. S. Coulter
State Highway Engineer

AR:cw ia

bc Alfred Shirley Jr.
J. H. Versteeg

311 North Main Street
Ashland, Oregon 97520
October 8, 1971.

RECEIVED
STATE HWY ENGR
OCT 10 '71
REFER TO
FOR
Info | Inves | R/D | D/R | Stat | Mail | File

Mr. H. Scott Coulter,
State Highway Engineer
Salem, Oregon 97310.

Dear Mr. Coulter;

Our Ashland Tidings of Oct. 5th published quite a number of letters pertaining to the "islands" on Highway 66. I thought that you would find them interesting, as a follow up to the article that I sent on October 5th.

Actually, no one is going to suffer for lack of beauty in and around Ashland; and I do not feel the need of the islands for a so called means of beautification.

There was a time limit on the number of letters that the paper would publish, so there will be no more letters at present.

Sincerely yours,
Imogene W. McCoy
(Mrs. Jew.)

311 North Main Street
Ashland, Oregon 97520
October 5- 1977.

RECEIVED
STATE HWY ENGR
OCT 6 '77
REFER TO
Shirley
FOR
Info | Inves | R/W | D/R | Sign | Act | File

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon 97310.

Dear Mr. Coulter;

The question of landscaped median islands on Highway 66 concerns me and I wish to go on record as 100% with the opinions given by the State Highway Division. We have, as all towns have, certain traffic hazards - bushes growing too far, on corners where one must be almost in the middle of the street before an approaching vehicle is visible. It is a <u>miracle</u> that there are not more accidents. Aside from the hazards, and we have plenty of them on Siskiyou Blvd, the labor required to keep the bushes trimmed and watered is another point against them. I'm certain that our Ashland men went well beyond the call of duty, all through this drought season, in order to maintain the good appearance on Siskiyou Blvd.

Ashland's award for Pedestrian Safety is very fine (-"Oregon Motorist" for Sept. 1977.) It should inspire everyone for greater caution in walking and in driving. I have been a member of A.A.A. since Feb. 1957.

and came to Ashland with my parents on Oct. 11, 1910 – direct from western Pa. – near Pittsburg. Naturally, one is concerned about some of the plans that are considered as "progress".

Thank you for your study of this situation.

Sincerely yours

Imogene W. McCoy

(Mrs. Jeff.)

Oregon
Medford Tribune
9-17-77

Traffic hazard discussion set at Sams Valley

SAMS VALLEY — The problem of traffic hazards on Ramsey Road will be brought to the attention of Sams Valley residents by Ann Collins at a town meeting at 7:30 p.m. Friday in the elementary school.

Mrs. Collins is a school bus driver for District 6 who travels the route daily. Four other buses also use the road. She claims that county officials, although aware of the problem, have not taken adequate steps to cure it.

She says that Ramsey road, a county road, has 19 hairpin curves with half obscured by brush and heavy timber, and averages 18 to 20 feet in width.

Mrs. Collins says the problem is compounded in that it is an access road to a rock quarry.

In April it was the scene of an accident between her bus and another vehicle. There were no injuries to the 15 primary grade children aboard the bus.

The accident was ruled unavoidable, because of poor visibility, by Gold Hill Municipal Judge Ralph James at a traffic hearing, Mrs. Collins says.

County Commissioners Carol Doty and Tam Moore are expected to be present at the town meeting.

Medford - Oregon Oct. 2 - 1977

Letters to the Editor

The Mail Tribune welcomes letters from its readers. Letters of 300 words or less, devoted to a single topic, are encouraged. Your letter must be signed and show your address. At the discretion of the editor, names may be omitted from publication. The right to condense for clarity and brevity is reserved. Write to: Letters, The Mail Tribune, P.O. Box 1148, Medford, Oregon 97501

Children or quarry?

To the Editor: Attention, registered voters of Jackson County:

Are you aware that one of your county commissioners places a higher value on acquiring a rock quarry site on Ramsey Road than he places on the lives of innocent children? That commissioner happens to be Tam Moore who works directly with, and heads our County Public Works Department. The man who works directly under Moore and has full charge of operations for the department is Bob Carstensen. These two men must share the guilt of placing your children's lives in danger.

I am a school bus driver who has a daily route traveling the length of Ramsey Road. This also happens to be the access road to a rock quarry site the county has been bickering with the residents over. It is narrow winding mountain road with many hairpin curves. About half of these curves have no visibility due to heavy timber and brush. On one of these curves, I had the misfortune of meeting an oncoming vehicle in April of this year. There was a traffic hearing concerning the accident and Gold Hill Municipal Judge Ralph James ruled the accident unavoidable due to lack of visibility.

Moore was informed of the problem. Nothing has been done to Ramsey Road. Moore and Carstensen have been contacted numerous times and asked when we could expect tree trimming and brush clearing to take place. Moore and Carstensen have answered: when they get their rock quarry, they will maintain Ramsey Road!

Do you as voters and parents want to wait until there is a tragedy involving a school bus before we make our county commissioner remove these hazards? What was he elected for? Every child is precious and no child's life should be endangered in a game of political football.

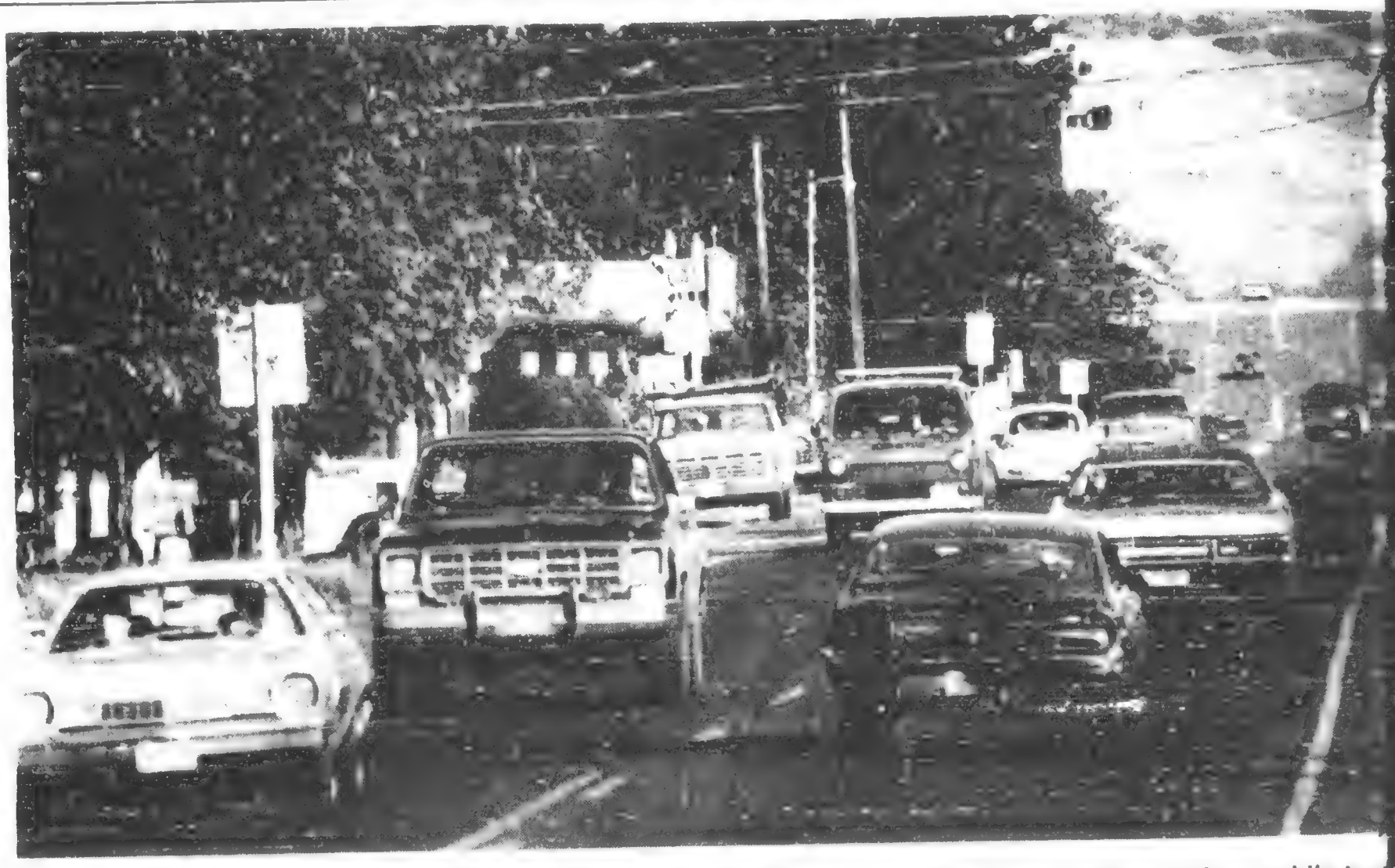
Ann Collins
5291 Sweet Lane
Central Point, Ore.

Plans needed

It's "Back-to-school" so watch out for children

The Daily Tidings

Friday, September 23, 1977



The two-lane portion of Highway 66 in the foreground will be widened, but what will be in the middle is s

Highway 66 islands

The city still wants them, but the state

By JEFF DURHAM
Of the Tidings

Seesawing between the State Highway Division and the city of Ashland, a local proposal to include landscaped median islands along Highway 66 was back before the Traffic Safety Commission Thursday. The commission reaffirmed its support of the project.

The state agency so far has rejected city pleas to include the medians in its scheduled major widening project on the stretch of Ashland Street (Highway 66) between Siskiyou Boulevard and Park Street. The widening work is scheduled for next summer.

The repeated state rejection of the islands has not deterred the commission, which voted to continue pursuit of the beautification plans proposed by the city. Traffic Commissioner Carroll Corliss said the city probably wouldn't get any results without keeping citizen and city council pressure on the state.

Ashland Public Works Director Allen Alsing personally visited with state highway officials recently in Salem and after as part of the widening work. The state sent it back and crossed out several of the islands as potential traffic hazards near intersections along 66.

The state told the city that many accidents have been recorded along Medford's Barnett Road, with a similar island configuration. But Alsing responded that most of those accidents, 30 of 33 between June 1969 and April 1977, did not have anything to do with the landscaped island. The council has asked that a state engineer visit Ashland to further discuss the city's contention that the proposal would be safe and be beneficial to the city as a prettier route into town from the Green Springs.

State widening plans, as they now stand, call for a level middle turning lane, similar to Highway 66 over the viaduct and toward the south Ashland I-5 interchange.

H.S. Coulter, state highway engineer, has responded that the city should "review your design to determine whether it does what you believe is appropriate for both your local people and the through traffic . . . ." Coulter added that following such a review the state's regional office in Roseburg may send an

The Daily Tidings

Friday, September 23, 1977

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Highway 66 islands

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Ashland Public Works Director Allen Alsing personally visited with state highway officials recently in Salem and presented to the board a string of communications between him and state engineers concerning the city proposal.

State officials have maintained that the type of medians the city wants would be hazardous, especially at points of traffic turn-outs. The city submitted a sketch of the "concept" it is after as part of the widening work. The state sent it back and crossed out several of the islands as potential traffic hazards near intersections along 66.

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Photo by Dave Brookman

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Corliss suggested that the state devise its own version of a median island project, but Alsing said the state probably wouldn't go much for that since it objects to the entire concept.

Alsing said the project is still in the design state and there is still time for Ashland to get its way and convince the state, as long as the city doesn't delay. He was instructed to keep writing to the state.

The traffic commission Thursday also discussed the possible exclusion of statements concerning the proposed Mountain Avenue freeway interchange in the comprehensive plan.

Alsing said he is "disappointed" that the council is considering deleting statements about the third interchange from the plan. He referred to a Bear Creek Transportation study which he said devoted a lot of space to the proposal as a means for Ashland to reduce its traffic congestion by more north-south traffic flow. No action was taken by the commission.

The traffic board, with members Corliss, Bonnie Hamilton and Felicity Wood present, also tabled action on a request for "stop" and "children playing" signs at Cedar Street and the end of North Main, near Ashland Mine Road. The members planned to inspect the site and report back at their October meeting.

They also referred a complaint about a traffic hazard at the Scenic-Church intersection to Police Chief Herb Hays, asking what could be done to increase traffic enforcement in that neighborhood. Church St is very steep at this point.

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Museum building to be given away

Board approves park reseedi

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The Ashland Park and Recreation Commission Thursday night approved the park restoration proposal submitted by Commissioner Nancy Pinnock to "allow the reseeding and-or resodding of those areas deemed necessary by our director...."

The proposal also suggested that park traffic be kept off those areas so the new lawn can take hold. Commissioners John Ralston and Bob Bennett were asked to contact any large groups anticipating holding events in that area to ask them to move their event somewhere else during the restoration work.

The park board has for some time discussed replacing and replanting lawn in the lower park, an area heavily used during the summer months.

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The board members said the outdoor shelter design is not necessarily what the department would build, however. The shelter is to be built near the Cotton Memorial area of Lithia Park using $15,000 bequeathed by the Jesse Anderson estate. The other two entries didn't meet the contest criteria, according to the park board.

Graef was asked to check with the city engineer to work out a more detailed plan for the proposed outdoor shelter.

Graef also plans to mail today a preliminary application to the Bureau of Outdoor Recreation in the board's attempt to get funds to help pay for building the proposed municipal swimming pool at Hunter Park. He said he would personally present the project application in Salem on Nov. 4. The park board decided it might have a better chance for a BOR grant if it stressed the regional benefits of a new Ashland pool.

The commission reaffirmed its support for a three-pool design at the site and called on CH2M Hill consultants to work on prospectus drawings and go ahead with a detailed soils investigation of the site, using money allocated for consultant services from state revenue-sharing funds.

The city has called an Oct. 25 bond issue and serial levy election to build the pool. The park board decided to stick with the design shown to the city council but said it would entertain suggestions for engineering modifications for a final design. Commissioner Jack Mills said they should make it clear to voters just what the pool design would be.

A group organized to promote the bond issue has set a second meeting for next Monday night. Marjorie Lininger has been appointed chairman of the campaign committee.

The park board also decided that the old Lithia Park Museum building should be moved out of the park after salvaging mural paintings inside the building.

On a motion by Pinnock, the board said it would offer the building to anybody who wants to move it into or out of the park for use elsewhere. Pinnock said she talked with Councilman Dean Phelps about the possibility of using the building, when renovated, as a youth hostel in town.

City's park walks program finished

A "walk in the park" program that ran for the first time this summer had ended, the Ashland Parks and Recreation Department said Monday.

The program, which involved twice daily tours through Lithia Park, was started as an experiment in June. The last "walk" was held Saturday.

Pipeline bonds

Municipal bonds to pay for construction of Ashland's planned supplemental water pipeline will be issued sometime in early October, according to Finance Director Bob Nelson.

The Ashland City Council this week authorized issuance of $560,000 in bonds to build the Talent Irrigation District connection to bolster the city domestic water supply. Nelson said the city plans to call for bids on the project on Nov. 1.

Pipeline bonds are to be issued with a 30-year maturity term. The bonds were approved by city voters in July.

A temporary pipeline has been pumping TID water into the Ashland system this summer. The new line, which city officials hope to have completed by next summer, is to be of a larger capacity to further reserve water behind Hosler Dam in the Ashland Creek canyon.

The city has estimated a $560,000 construction and labor cost for the new pipeline, $30,000 less than the maximum authorized by Ashland voters.

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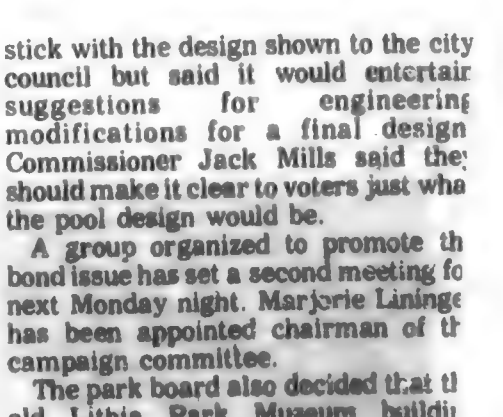

Police log

9-23-77

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...while suspected ...

Oregon state police requested assistance from deputies at 11:05 p.m. Thursday in locating a suspect who fled on foot from a labor camp. The suspect, who had reportedly stolen a motorcycle, fled a camp on Fern Valley Road in Phoenix. Deputies rendered assistance as requested.

A table and electric fan, valued at $87, were stolen from a Phoenix resident at 300 Luman Road. The theft

National temps

By United Press International. Temperature and precipitation table for the 24-hour period ending at 4 a.m. Pacific time, as prepared by the National Weather Service in San Fran-cisco.

			Precip.
Albany	55	51	..
Albuquerque	78	58	.03
Atlanta	82	62	..
Bakersfield	88	65	..
Bismarck	66	51	.04
Boise	59	39	..
Boston	58	50	
Brownsville	94	74	
Buffalo	58	50	
Charlotte	78	59	
Chicago	71	63	
Cincinnati	76	58	
Cleveland	71	58	
Dallas	93	73	
Denver	80	53	
Des Moines	74	59	92
Detroit	60	58	04
Duluth	50	49	22

Daily Tidings Calendar

Meetings

Tonight

7 p.m. — Ping Escudero, Ojai, Calif., will give free lecture at SOSC Stevenson Union on "The Secret Doctrine."

7:30 p.m. — SUNDOOR, non-sectarian spiritual awakening group meeting at Trinity Episcopal Church. Lecture by Brian Brad, discussion, chanting and sharing of experiences. Everyone welcome.

8 p.m. — AA-Ashland Upper Room Group meeting. Fireside room of Our Lady of the Mountain Catholic Church. For information call 482-0576, 482-3764 or 482-8543.

Entertainment

Tonight

7:30 p.m. — Free Christian Rock Concert by Gentle Faith, SOSC Britt ballroom. For more information, call 482-6539.

Hospital

Admitted to Ashland Community Hospital were: Sept. 22, Nellie Walters, 725 Beach; Barbara Culbertson, Yreka; Linda Rodrigues, P.O. Box 585, Talent; Stephen Raleigh, Medford; Cheryl Watson, Medford; Michael Lowe, 340 High St.; Sept. 23, Sandra Childs, Rogue River.

Released: Sept. 22, Michael Sears, Clyde Roberts, Larry Nesdahl.

Births

At Ashland Community Hospital: To Richard and Cheryl Watson, 704 S. Peach, Medford, a boy on Sept. 22.

To Michael and Sandra Childs, 2085 Pleasant Creek Road, Rogue River, a boy on Sept. 23.

Ashland schools have passes for senior citizens

Persons 60 years of age and over can obtain passes again this year to allow them to attend activities in the Ashland School District at no cost, Superintendent Stanley Jobe announced this week.

The passes can be obtained from the

Enrollment drops from last year's

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District enrollment is down from 3,067 last year to 2,994 this year, School Superintendent Stanley Jobe reported.

"I have a feeling it is going to come up though," Jobe said. "I don't think we will have our full enrollment before the middle of October."

No schools have increased enrollments this year, Jobe said. The largest drop in enrollment is in the district kindergartens, down to 167 from last year's 219, he added.

"I don't know how you would account for it. I don't believe there are that many kindergarteners around. I don't know why people just aren't having kids, I guess," Jobe reflected.

He expects no class size problems this year and foresees no significant change in district busing schedules or policies. About 50 per cent of Ashland students now ride buses to school, and that figure, Jobe said, will remain constant.

County okays senior center first payment

The city of Ashland expects soon to receive a check for $1,425 to go to the Ashland Senior Center from the Jackson County human resources department.

The payment represents one-quarter of the expenses from the county and was authorized by a subcommittee this week.

Subcommittee action released the money to the center after the county panel was presented with an operations manual for the center, including job descriptions.

The rest of anticipated $5,700 in county funds to the center may be released next month when the subcommittee plans to examine the manual more closely and take final action, according to Milt Nelson, human resources coordinator.

The senior manual was drafted by City Councilman Don Laws with help from the senior board. The county had stated that it wouldn't give the center any money until it sees an operations manual. The first payments are due July, August, and September.

Health department reports on diseases

reported

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Board approves p

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Deadline nears for student aid

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Health department reports diseases

Jackson County had 11 reported cases of gonorrhea for the week ending Sept. 15, according to the county's health department.

The county also had eight cases of pneumonia, two cases of hepatitis and one case of influenza. Other cases of communicable diseases included four strep throat, two shigella, two scabies

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9006

21

Salem, Oregon
November 22, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

Attn: Red Henry

Siskiyou Blvd.-Park St. (Ashland)
Section
Green Springs Highway
Jackson County

Attached are 23 Files (47 Parcels) and an authorization for the subject project, which is scheduled for the 4th quarter of 1978.

As discussed with you previously, the City of Ashland File 43886 is to be re-negotiated, as some of the work and obligations were not completed under the previous contract.

Prints of R/W Map 10C-30-6 will be delivered to your office today.

BY:

Floyd C. Scott
R/W Assoc. Engineer

FCS:mg

Attach.

9006

217

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 4, 1977

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Siskiyou Boulevard-Park Street (Ashland) Project

After evaluating the various viable alternatives for the above section, we feel that the median should be cut from 16 feet to 14 feet and that the shoulder should be striped as 4 feet to provide for on-street bicycle use.

The sidewalk can be left at 5 feet and utilized by pedestrians and small children (and others who wish to) on bicycles or tricycles. This provides the greatest flexibility.

DES:jp
cc Alfred Shirley

REFERRED TO
Beard, Dorn, Cole, Temple, Watson, Brisbin, Lee, Hager
Return Discuss Do File Copy Duplicate
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
NOV 04 1977
ENGINEERING SECTION

Do Not File
Return
Bring
Action

9006

21

Salem, Oregon
November 4, 1977

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

L. E. George
Traffic Engineer

Siskiyou Blvd.-Park St. (Ashland)
Green Springs Highway
Jackson County

Contract plans are being prepared for the named section. It is scheduled in the F4Q78.

There is an existing signal at the intersection of the Rogue Valley Highway and Siskiyou Blvd. that will have to be revised. Please prepare plans and furnish us with a cost estimate so that scheduled amount may be revised.

Enclosed is a print of the hard copy, proposed typical section and plan at thisIintersection. Also a Sheet 3 from the Final E.I.S. that refers to possible signal requirements at Walker Road and Siskiyou Blvd.

LKW:ab
cc: Lyle Watson

/ Versteeg /
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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GENERAL FILES

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 21, 1977

TO Alfred Shirley, Jr.
Region Engineer

FROM H. S. Coulter
State Highway Engineer

SUBJECT Siskiyou Blvd.-Park St. Section
Green Springs Highway
City of Ashland
Jackson County

The attached letter from the City of Ashland presumably refers to my September 14 letter rather than August 3 as indicated. I am not exactly sure what Mr. Alsing really wants, so my answer to him puts the potato in your pocket to go meet with him.

The Preliminary Design people have looked at the concept of providing a raised median for the area and come up with basically the same pattern as laid out on the field detail map (which was for a painted median). This would eliminate left turns into local businesses except between Lit Way and Normal Avenue. It would provide three short landscape areas and one long area.

I believe that the local businessmen opposed this concept in the past to the point of getting a lawyer and only backed off when the City plan was developed which provided openings for most, if not all of the existing accesses. That plan is unacceptable from a safety standpoint in that turning vehicles would have to slow down in the inside travel lanes and would probably partially block them while waiting to make their turns. Also, no refuges were provided for left turns at intersecting streets.

The attached plan is believed to be the only safe way to provide some landscaped areas in the median. It is not recommended because of increased maintenance costs and interference with access to abutting businesses. Of course

the maintenance of the landscape, if ever installed, should be undertaken by the City rather than our people.

Please determine if any other preliminary design is wanted or necessary.

Att.

cc F. B. Klaboe
E. S. Hurter
J. H. Versteeg
L. E. George

PRELIMINARY ONLY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT

DETAIL MAP

SISKIYOU BLVD. - PARK ST. (ASHLAND)

GREEN SPRINGS HIGHWAY

JACKSON COUNTY

DATUM: USC & GS 1956 ADJ.
SCALE: 1" = 80'

BEARINGS: GRID COORD. SYSTEM SOUTH ZONE
COORDINATES: GRID

W. B. MERRILL, RESIDENT ENGINEER

NOVEMBER 1966

Notes: For updated Topography & Boundary Information of the ... see Grants Pass Detail Map

Typical Section - Shall Build all this way

T. 39 S., R. 1 E., W.M.

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SUBJECT TO CHANGE

STADIUM ST

WALKER AVE

GREEN SPRINGS HWY

X Eliminate Islands

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
SUBJECT TO CHANGE

WALKER AVE

FLINT WAY

SHOPPING CENTER

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT STORM DRAIN SYSTEM NORMAL AVE

GREEN SPRINGS HWY

NORMAL AVE

NORMAL AVE

INSERT

LIT WAY

RAY LANE

NORMAL AVE

FOSTER TRACTS

(B)

(A)

(1)

(2)

CC CLARK SUB

MT VIEW CEM

INSERT MT VIEW

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SUBJECT TO CHANGE

INSERT OWNERSHIPS & BURIALS MT VIEW
CEMETARY NORTH SIDE

MT. VIEW CEMETARY

TYPICAL BLOCK SECTIONS

MT. VIEW CEMETARY

SHERWOOD

PARK ST.

INSERT MT VIEW CEMETARY OWNERSHIP & BURIAL PLOTS
SCALE 1" = 20'

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT OWNERSHIPS & BURIALS MT VIEW
CEMETARY NORTH SIDE

MT. VIEW CEMETARY

TYPICAL BLOCK SECTIONS

MT. VIEW CEMETARY

INSERT MT VIEW CEMETARY OWNERSHIP & BURIAL PLOTS

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT WIRE ELEVATIONS IN STRU

POWER & TELEPHONE WIRE ELEVATION

STATION	POLE NO	HIGH WIRE	LOW
38+95 (R)	E 44, 1260	2066.5	2060.7
38+79 (R)	E 43, 1260	2064.0	2057.5
39+84 (R)	E 43, 1260	2060.5	2053.4
41+06 (R)	E 44, 1260	2060.7	2052.0
41+83 (R)	E 43, 1260	2060.7	2052.7
43+29 (R)	E 44, 1260	2066.5	2058.9
44+95 (R)	E 44, 1260	2060.7	2057.9

RE DU

STATI

1072+9

1072+5

1073+0

1074+

1075+

FAITH AVE.

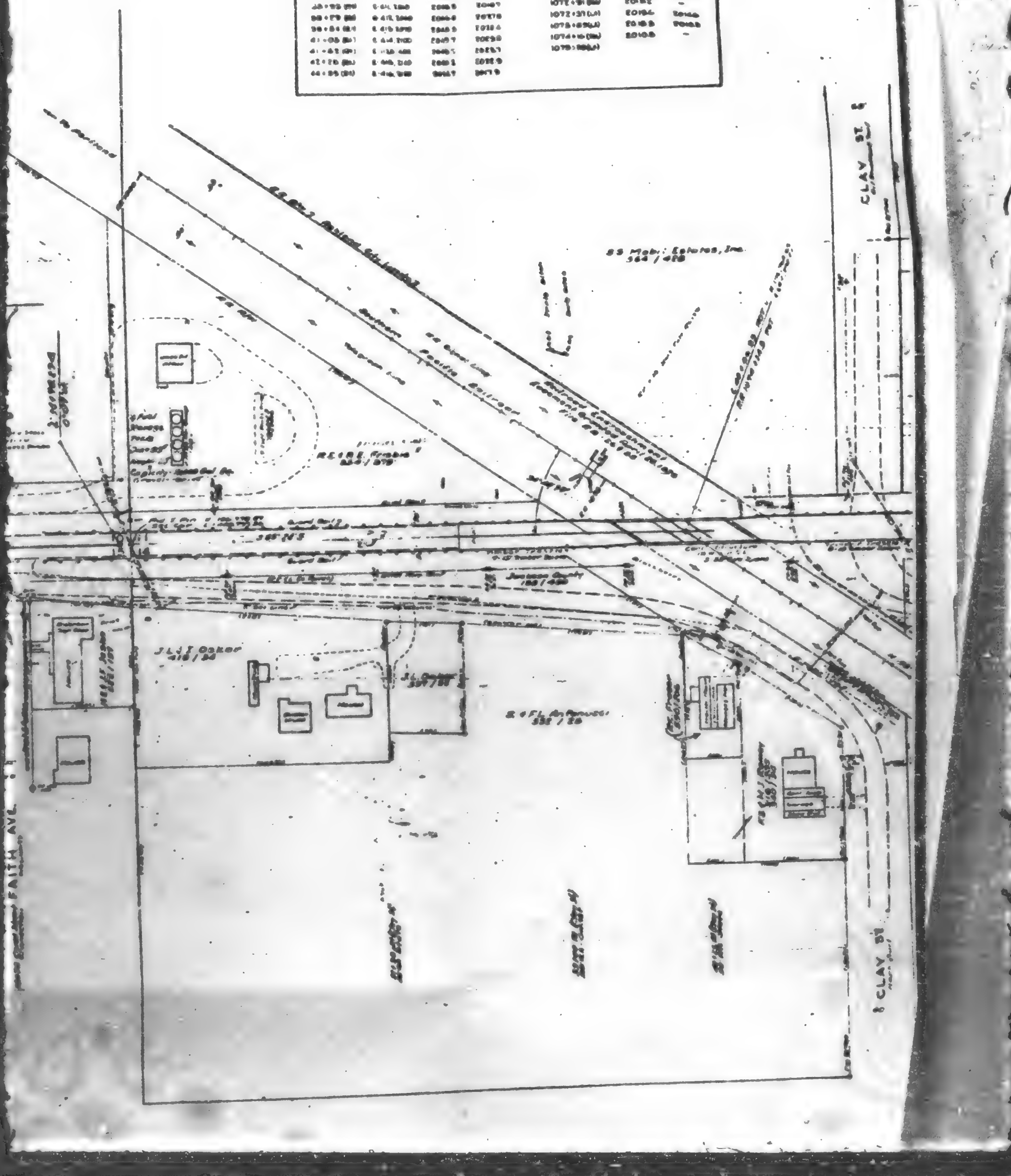
INSERT: WIRE ELEVATIONS IN STRUCTURE AREA

POWER & TELEPHONE WIRE ELEVATION

STATION	POLE NO	HIGH WIRE	LOW WIRE
38+93 (RP)	S-64, 1260	2068.5	2048.7
38+79 (BL)	S-63, 1260	2066.8	2047.8
38+64 (BL)	S-63, 1260	2068.5	2018.4
41+05 (BL)	S-64, 1260	2068.7	2049.8
41+62 (RP)	S-[illegible]	2068.5	2048.7
42+20 (BL)	S-[illegible]	2068.5	2018.9
44+85 (RP)	S-[illegible]	2068.7	2047.9

R.R. SIGNAL (BN - TELEGRAPH & WIRE LINE

STATION	HIGH WIRE	LOW WIRE
1072+91 (BL)	2018.2	–
1072+31 (LA)	2018.4	2014.6
1073+85 (LA)	2018.8	2014.8
1074+16 (BL)	2019.8	–
1075+[illegible] (LA)		



9006

October 21, 1977

Mr. Allen A. Aleing
Director of Public Works
City of Ashland
Ashland, OR 97520

Dear Mr. Aleing:

Siskiyou Blvd.-Park Street
Green Springs Highway, Jackson County

In answer to your recent correspondence, I assume you are referring to my letter of September 14 rather than August 3.

We have again reviewed the City's request for landscaped center islands through this project. While we still do not agree with the concept, I have asked Region Engineer Bud Shirley to get in touch with you and work out a mutually acceptable design so we can proceed with the project.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc F. B. Klaboe
E. S. Hunter
Alfred Shirley, Jr.
J. H. Versteeg
L. E. George

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

City of Ashland

ASHLAND, OREGON
97520

CITY HALL
503-482-3211

October 10, 1977

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Coulter:

The Ashland Traffic Safety Commission has reviewed your letter and comments of August 3, 1977, concerning the installation of landscaped center islands on Greensprings Highway.

The Commission has indicated very strongly that it still holds to the concept of center islands. As indicated previously, the island proposal forwarded to the Highway Commission was to indicate the concept of the islands and in no way was an attempt to do the design.

As such, the Traffic Commission is requesting that the Highway Division prepare a preliminary design within the concept noted for the purpose of discussion.

The City would be very happy to discuss this with representatives from the Region office in Roseburg in an effort to resolve this problem.

Very truly yours,

Allen A Alsing

Allen A. Alsing, P.E.
Director of Public Works

A3/am

cc: Mayor and Council
City Administrator

9006

21

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
October 20, 1977

Duane O. Christensen
Final Design Engineer

Ron Busey
Resident Engineer

Siskiyou Blvd.-Parks Street
Green Springs Highway
Jackson County

Enclosed are three prints of the named section. As discussed with Jim Six and you by phone, please review the conditions for the outlets of the storm system at the following locations.

1. Sta. 4+75± Lt. discharge 5 C.F.S.

2. Sta. 12+15 Lt. discharge 4 C.F.S.

Will they discharge into an existing culvert? ditch? Will erosion control, ditch improvement, energy dissipator, construction easements, etc., be required?

3. Sta. 23+90± Lt. discharge 3 C.F.S.

What is the diameter of existing culvert? Will it be adequate to handle the additional discharge?

4. Sta. 29+85± Lt. Discharge 3 C.F.S.

Additional water had been discharged at this location on the previous project. Will it be able to handle the additional discharge?

One print has the proposed storm sewer plotted in red. Please telephone the above information to us and return this print with your comments by November 1, 1977.

The other two prints are furnished as per your request.

LMS:sz
cc: Alfred Shirley
L. K. Watson

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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1979 Siskiyou Blvd.-Park St. 9006
(Ashland) Sec.,Green Springs
Hwy. (Gr.,pav., signing & sig)#1

CLA 4187, 3-31-71

FINAL NEGATIVE DECLARATION

Siskiyou Boulevard-Park Street
Green Springs Highway
City of Ashland
Jackson County

PURPOSE

The purpose of this project is to relieve peak hour traffic congestion caused by slow and turning vehicles, to improve traffic safety, and to provide a facility that will meet future transportation needs for at least 20 years. The proposal is to widen the present two-lane facility to four lanes with a median turning lane. Expected benefits include greater traffic safety, an improved level of service, and an improved connection between the college area and Interstate 5.

Manual traffic counts taken in July, 1975 reveal an average daily traffic (ADT) of 8,700 vehicles for this highway section. This is an increase of 1700 vehicles over the 1974 ADT. For the next 20 years, the ADT is expected to increase to 14,600 and with the implementation of the proposal, the ADT will increase to 15,000 in 20 years. While traffic congestion is currently not a major problem here, traffic projections indicate that it will be within 5 to 10 years.

This section of Green Springs Highway is operating at a level of service "C." This means that traffic flow is generally stable with some delays that are generally acceptable. The daily level "C" capacity for this section is about 8,000 to 8,500 vehicles. A peak hour level of service "F" is projected for 1995 if the proposal is not constructed. Average speeds during the peak hours will be around 10 to 15 mph with frequent back-ups occurring. Such a level of service is contrary to the transportation needs and plans for the Ashland area. If this portion of Green Springs Highway is improved to a four lane facility with a median turning lane, it will operate at a level of service "C" for at least 20 years.

From January 1972 through June of 1975, there were 22 accidents reported

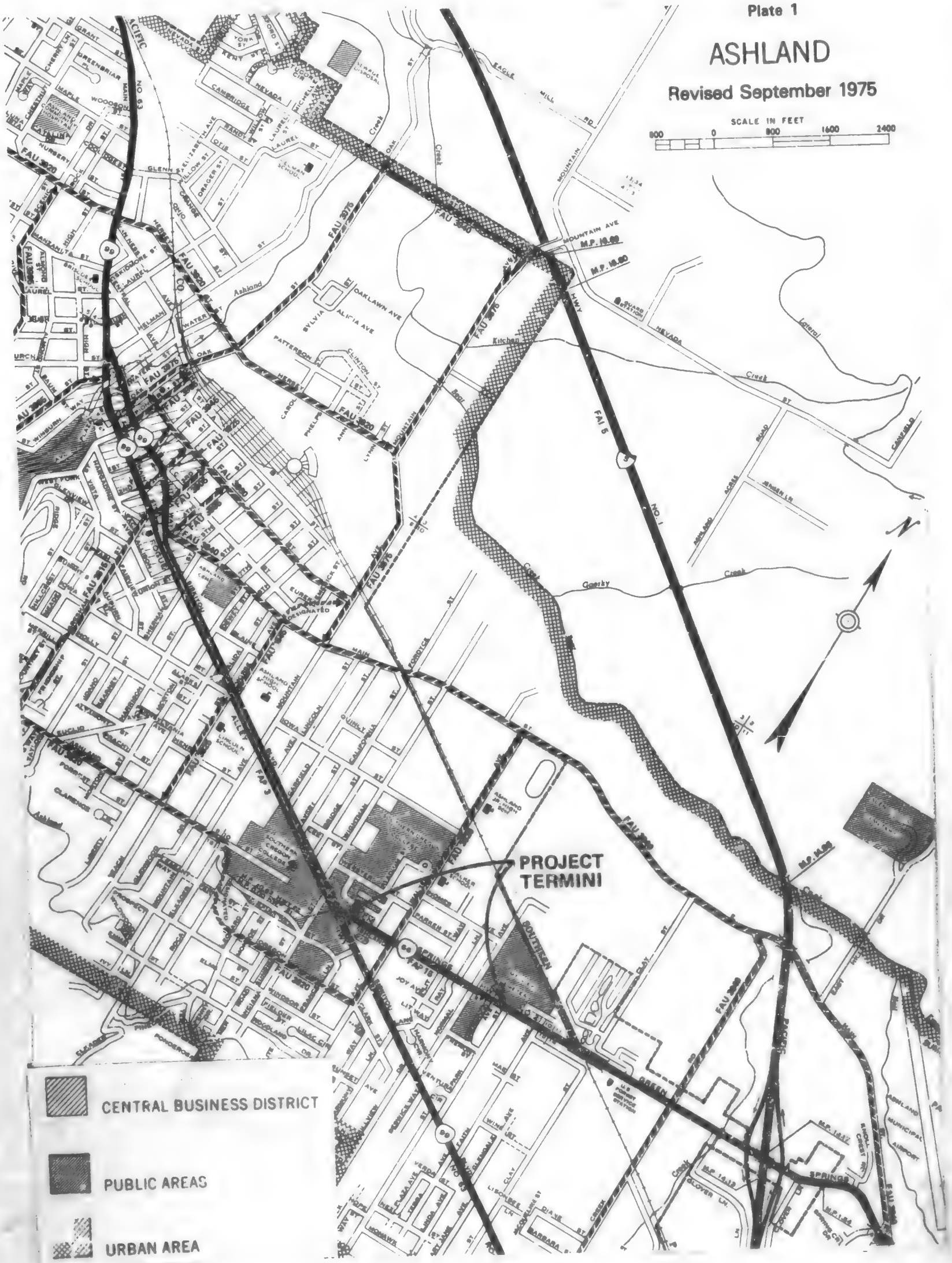
Plate 1

ASHLAND

Revised September 1975

SCALE IN FEET

800 0 800 1600 2400



(no fatalities) on this section. This reflects an accident rate of 6.44 accidents per million vehicle miles, which is slightly above the statewide average accident rate of 6.17 for urban arterials. The proposed project is expected to reduce the rate on Green Springs Highway. Of the 22 reported accidents, 10 involved turning movements and 9 were rear-end collisions. These are considered preventable by the proposed project. The center left-turn lane is expected to reduce rear-end collisions involving vehicles waiting to make a left turn, and should reduce left-turning collisions. The two added travel lanes would serve as through lanes, limiting collisions involving right-turning vehicles.

LOCATION AND DESCRIPTION

Existing Highway

Ashland sits in the southern end of the Rogue Valley (Bear Creek Valley) near the Siskiyou Mountains of southwestern Oregon. Within the city, the land slopes towards the northeast as the city rests on the western edge of the valley. The elevation of Ashland is approximately 1,950 feet. This is a relatively small town (pop. 14,500), with nearby population centers Medford (pop. 34,000) 15 miles to the northwest and Grants Pass (pop. 14,000) 70 miles also to the northwest.

The project is located in the southern end of Ashland, partially adjacent to Southern Oregon State College property (see Plate 1). Project termini are Siskiyou Boulveard (mile post 0.00) and Park Street (mile post 0.56); the length is 0.56 mile. The existing road is 36 feet wide with two 12-foot travel lanes and

6-foot shoulders. There are no curbs, no definite sidewalks, and no designated bikeways.

Within Ashland, Green Springs Highway (66) connects U.S. Highway 99 and Interstate 5. The ADT on I-5 at the Green Springs Highway Interchange is about 6,700. The ADT along Highway 99 (Siskiyou Boulevard) is 14,600 immediately north of the intersection with Highway 66 and 8,700 immediately south of the intersection. Siskiyou Boulevard is the only major north-south arterial in the City of Ashland. The project section of Highway 66 serves as a commercial center of growing importance.

There is no signalization except at the Siskiyou Boulevard Intersection and a caution signal at the Walker Avenue Intersection. There are no structures involved in the project and the section encounters no streams. Several streets connect with the highway; the most important is Walker Avenue.

Pedestrian traffic is heavy at peak hours, especially at Walker Avenue. Two schools north of the project on Walker Avenue, as well as adjoining commercial establishments, generate much of the pedestrian flow. Average pedestrian flow across the highway at Walker Avenue is 360 persons per day (January, 1975).

Proposed Highway

The proposed facility would be 72 feet wide with curbs and a combination sidewalk/bikeway on each side. The facility would be striped for four 12-foot travel lanes, a 16-foot median lane for left turn movements, and 4 feet between the edge of the travel lanes and the curbs. The centerline would be about 11 feet north of the existing one. The bikeway would connect a bike path along Siskiyou Boulevard and along the Park Street to I-5 section of Green Springs Highway. The estimated cost of this project is $1,000,000.

Access control on this facility would help to increase traffic safety and

reduce congestion. Cars must slow down to enter driveways and must accelerate upon exiting. Such cross-traffic interferes with normal traffic flow, becoming worse with additional access points on the facility. Since the City has the authority to enforce access control, it has been the policy of the Highway Division to let the city define and limit, if it chooses, the number of access points.

Approximately 12,500 cubic yards of material will be excavated at the site. Some of this will be used as fill and about 10,000 cubic yards will be waste. Waste disposal will not be a significant problem as there are adequate disposal sites within the valley. There are two commercial quarries at Medford and a State quarry about 10 miles south of Ashland, all of which could supply adequate quantities of construction material. All development of material sources and waste disposal sites will be carried out in accordance with Oregon Standard Specifications for Highway Construction.

The crosswalk at Walker Avenue would be slightly more difficult to cross due to the road widening and expected ADT growth. Although the present caution signal and caution signing would minimize hazards at this crosswalk, a phased traffic signal may be warranted in the future. The addition of sidewalks along the highway will improve pedestrian and bicycle safety significantly.

ALTERNATIVES

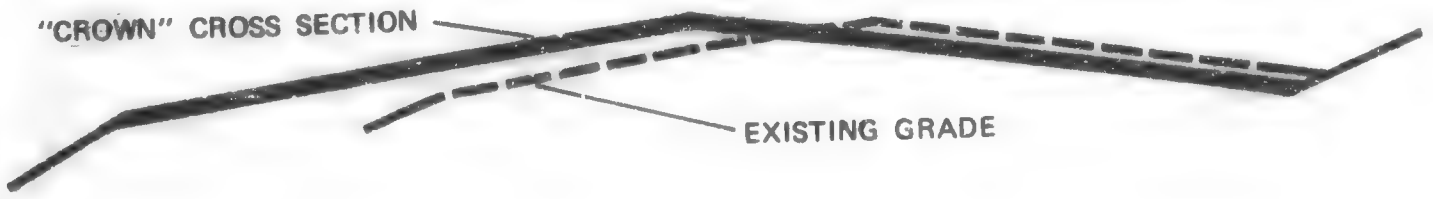
Since the purpose of the project is to increase the capacity and level of service of the existing facility, no other corridors were proposed for the new road. Alternatives, therefore, were limited to a few design alternatives and the no-build. Each of these disigns would require the same amount of right-of-way.

Because the land slopes to the north, there are grade differences between road surface and the properties adjacent to the north side of the highway. The result is some potential access difficulties (i.e., steep driveways). Therefore, besides the proposal (#1) of maintaining the level of the existing road surface, an alternative design proposal (#2) was generated in which the north edge of road surface would be lowered by approximately 3/4 foot. This would minimize all access

PLATE 1A

"CROWN AND "SHED ROOF" HIGHWAY CROSS SECTIONS

DESIGN ALTERNATIVE 1



DESIGN ALTERNATIVE 2

ENVIRONMENTAL SETTING AND IMPACTS

Natural Characteristics

Ashland sits within the Rogue Valley (Bear Creek Valley) on the east face of the foothills of the Siskiyou Mountains, therefore the land within the city generally slopes toward the northeast. Drainage is also in that direction, however no streams or other waterways are encountered by the project. Since the project lies within an urban area, no designated natural or scenic areas will be affected by the proposal.

The Rogue Valley receives approximately 20 inches of rain per year. Average July temperature is about 72^{0} and average January temperature is about 37^{0}. Winters are generally snowy and Ashland experiences about two weeks of icy street conditions every year. There are no geologic hazards identified within the project area.

Regional Economy

Historically, the lumber and wood products industry has been the main source of employment and income for Jackson County.[1] While this industry still predominates, both agriculture and more recently tourism, have become increasingly important to the economic base of the county.

The regional economy is subject to periodic fluctuations for several reasons: 1) the lumber and wood products industry is highly dependent upon the construction market, which fluctuates substantially; 2) recreational activity is

[1] More information on the three major industries in Jackson County can be obtained from the following sources: Oregon State Highway Division, Bear Creek Area Transportation Study, (Salem: Oregon Highway Commission) and Stevens, Thompson, and Runyan, Inc.; Jackson County Comprehensive Areawide Water and Sewerage Plan: Final Report, (Portland: No publisher, 1973).

difficulties significantly, save at one location.

Because the highway surface is higher than the properties, most of the lots presently have approaches that slope up to highway grade. If the road is widened, these driveways would become steeper. At least eight lots under design Alternative #1 would have driveways with slopes exceeding 15 percent (1.5 foot rise per 10 feet distance), and the driveway at the funeral home would have a 26 percent slope. These slopes occur along short sections of the driveways, creating a "pitch" to bring approaches to highway grade. These slopes are considered undesirable by the Highway Division. Since Ashland averages about two weeks of icy street conditions per year these access points would at times be difficult to negotiate, though they would not present a major difficulty at other times. Such access difficulties would have a temporary negative effect on the commercial trade along the north side each winter. For this reason, a second design alternative (shed roof cross-section) was proposed, which would lower the north edge of the highway by about 3/4 foot.

The second design has the same typical section and requires the same right-of-way as the first. The basic difference between the two alternatives is the direction of drainage. The first design includes a crown in the center of the inside eastbound lane with drainage to the north and south. The second design has drainage only to the north, and has generally lower surface level than the first. Although the crown cross-section maintains the preferred drainage pattern, the necessity of minimizing impacts to access makes the second design preferrable.

The no-build alternative would obviously not result in any residential or business relocations, the removal of any trees, any conflict with utilities, or access difficulties. Long-range effects of this alternative are increased traffic congestion, decreased level of service, decreased accessibility between the city center and I-5, and a greater safety hazard to pedestrians and bicyclists.

These alternatives were presented at the public hearing in June, 1976 in Ashland. Design alternative #2 was chosen subsequent to the hearing because it would have less impact on driveways along the north side of the highway. Other concerns that were presented at the public hearing are listed starting on page 17.

concentrated in the summer months; and, 3) the agricultural sector is heavily dependent upon weather conditions, as much of the agricultural land is irrigated and, therefore, dependent upon rainfall and snowmelt.

Besides the fluctuating nature of the economy, much of the unemployment is the result of the large scale in-migration of people, particularly from northern California, resulting in a large number of applicants for all types of jobs. From 1960 to 1970, population increased by almost 20 percent within the county; about two-thirds of this was the result of in-migration.[2]

The City of Ashland serves, to some extent, as a suburban center for the Medford-White City employment centers, and as a recreational and educational center. The local state school, Southern Oregon College, has an enrollment of 4,400.

There is relatively little manufacturing in the town; the 1975 Oregon Directory of Manufacturers lists only 382 employees in manufacturing in Ashland.[3] The proposed Ashland Comprehensive Plan has designated about 94 acres for heavy industrial development and 118 acres for light industrial/heavy commercial development. Additional industrial development would increase and diversify the economic base of the area and would provide more manufacturing employment opportunities. The designated land and expected development is located near the east end of the project. Such development will generate traffic along Green Springs Highway, depending on its exact location and magnitude.

Transportation Planning, Land Use and Zoning

Land use on this project area may be defined in four categories: commercial, residential, public, and open space. The approximate percentage of

[2]Bureau of Business and Economic Research, Oregon Economic Statistics, 1973, (Eugene: University of Oregon Press, 1973) p. 5.

[3]Department of Economic Development, State of Oregon, Directory of Oregon Manufacturers, 1974, (Portland: State of Oregon, 1975) p. 44.

each of these uses fronting the existing facility (from Siskiyou Boulevard to Park Street) are listed in the following table.

	PERCENT LAND USE		
Type of Use	% of South Side	% of North Side	Total %
Commercial	57	25	41
Residential	30	7	18
Public	13	57	35
Open	--	11	6
TOTAL	100	100	100

The dominant land uses are commercial and public. The public lands include SOSC property and the cemetery.

The City of Ashland adopted its comprehensive plan in 1966 and there have been no major changes in the document since then. Some changes, nowever, are currently under consideration, however, none of the land use changes affect the nature of the project significantly. All non-public lands fronting Green Springs Highway from Siskiyou Boulevard to I-5 are zoned for commercial activity. There has been a trend in recent years from residential development to commercial development along the highway. The proposal will be highly compatible with adjacent land uses and will serve to stimulate commercial activity in the area.

The proposed project is consistent with Rogue Valley Council of Governments regional plans. The A-95 review dated October 8, 1975 also declares to the Highway Division that "no significant conflict with plans, policies, or programs of State government have been identified and your proposal is endorsed as presented."

The proposed project is incorporated into the Bear Creek Area Transportation Study (BCATS) and is designated as a four-lane principal arterial (usually

a major road with relatively high ADT and a large service area), connecting two major highways, I-5 and U.S. 99. The proposal is also consistent with City of Ashland land use and transportation plans.

Southern Oregon State College is planning to construct a physical plant at the corner of Green Springs Highway and Walker Avenue, pending the approval of the 1977 state legislature. School officials are aware of the proposed highway facility, and are adapting their plans to the proposed right-of-way line.

The proposal will not have a negative effect on the fire station at the corner of Sherwood Avenue and Green Springs Highway. The new road would provide a less congested roadway for emergency vehicles. Emergency signalization on the highway near the station is being considered. A playground behind the fire station on Sherwood Avenue will not be significantly affected by the project.

The cemetery will not be disturbed as needed right-of-way along cemetery property was already purchased in conjunction with the adjoining section (Park Street to I-5) which was widened a few years ago.

There is no agricultural activity in proximity to the project, therefore the construction on the new facility will not affect any farmlands.

Right-of-Way

Description of Right-of-Way.--The existing right-of-way is 60 feet wide from Siskiyou Boulevard to Normal Avenue and approximately 90 feet wide from Normal Avenue to Park Street. Proposed right-of-way requirements along the north side of the highway include a 40-foot strip from Siskiyou Boulevard to Stadium Street, and a 30-foot strip from Stadium to Normal Avenue. Some new right-of-way or slope easements amounting to .10 acre are required along the south side. Total new right-of-

way will amount to about 1.8 acres at an estimated cost of $230,000 to $265,000 (1975 dollars).

Residential Relocation. Three households (two occupied by students) will be displaced by the build option. As of December, 1975, eleven individuals occupied these units.

The two student-occupied houses are single-family, two and three bedroom, and are located on the Southern Oregon State College campus. These are the property of the college and are rented to students during the school year. The houses are usually vacated at the end of spring term, and are re-occupied by a different group of students in the fall. Sometimes, as was the case during the summer of 1975, one of the student groups continued to occupy the unit through the summer.

There is presently enough space on campus to move both houses behind the right-of-way line. The College may either move the two dwelling units on campus (for which compensation would be paid the school) or provide other housing for the displaced students.

The third dwelling unit is a two-bedroom apartment on the second story of a two-story structure. A ceramics shop occupies the first story. This building is set back from the present road by approximately 40 feet. The possibility of saving this building and the two houses on College property by constructing a retaining wall was investigated. Since such walls would incur considerable costs and since those buildings that would be protected by the walls would be subjected to high noise levels due to close proximity to the roadway, it was determined that constructing the walls would not be prudent. Therefore, the building and the two houses will be displaced by right-of-way acquisition. If the building is displaced and no adequate replacement housing is available, the state will provide "last resort housing".

Since rental vacancy rates are particularly low during the school year, it is possible that no adequate replacement housing exists. Further investigation will be necessary to determine whether or not last resort housing is required.[4]

Business Relocation.--The following nine firms will be displaced by the proposed action:

animal hospital	electronics shop
service station	antique shop
beauty shop	ceramics shop
piano repair shop	appliance store
trailer court*	

*Two vacant sites would be required; eight other trailer sites are outside the right-of-way area.

The locations of these firms in relation to the new roadway and new right-of-way are shown on Plates 2 and 2A.

Contacts with representatives of each of these firms by the Highway Division revealed that several businessmen indicated that they had plans to move further back on their property, outside of the right-of-way line. The number of

[4]Continuing migration of people into Jackson County and the slow rate of house construction have created a county wide housing problem. The State Housing Division stated that as of Spring, 1975, "County incomes were low compared to housing costs and the housing stock itself was in relatively poor condition." (Housing Division, Department of Commerce, State of Oregon, Jackson County Housing Characteristics, Salem: State of Oregon, 1975, p. 1.)

The situation in Ashland is more acute than in many other parts of the county, particularly for one and two bedroom single-family units, and multi-family units. This has been recognized by city, SOSC, and State Highway Division regional officials. Demand for this type of housing comes from both the students at Southern Oregon State College, and other single people and small households, such as many of the staff at the Shakespearean Festival Theatre. There is no recent data on rental vacancy rates, but it is believed that the vacancy rate of these smaller units is around one to two percent during the school year, (from a personal conversation with Mr. Karl Mawson, Planner, City of Ashland, January 14, 1976), but much higher during the summer. Between October, 1974 and October, 1975, there were only three building permits issued for multi-family units (Housing Division, Department of Commerce, State of Oregon, Oregon Building Permit Reports, Salem: State of Oregon, 1975, no page numbers).

PLATE 2

SISKIYOU BLVD.-PARK ST.

CULTURE MAP

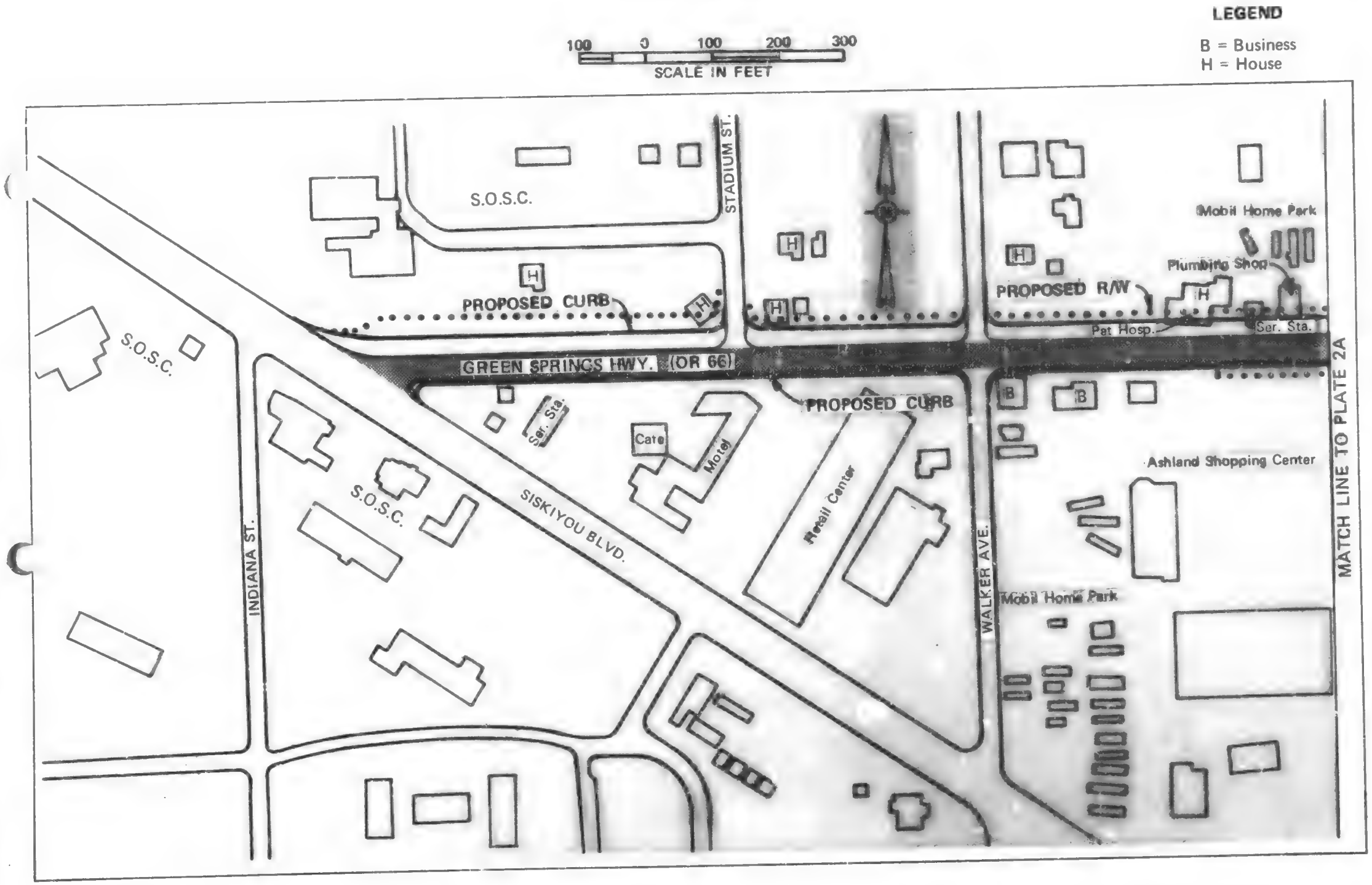


PLATE 2A

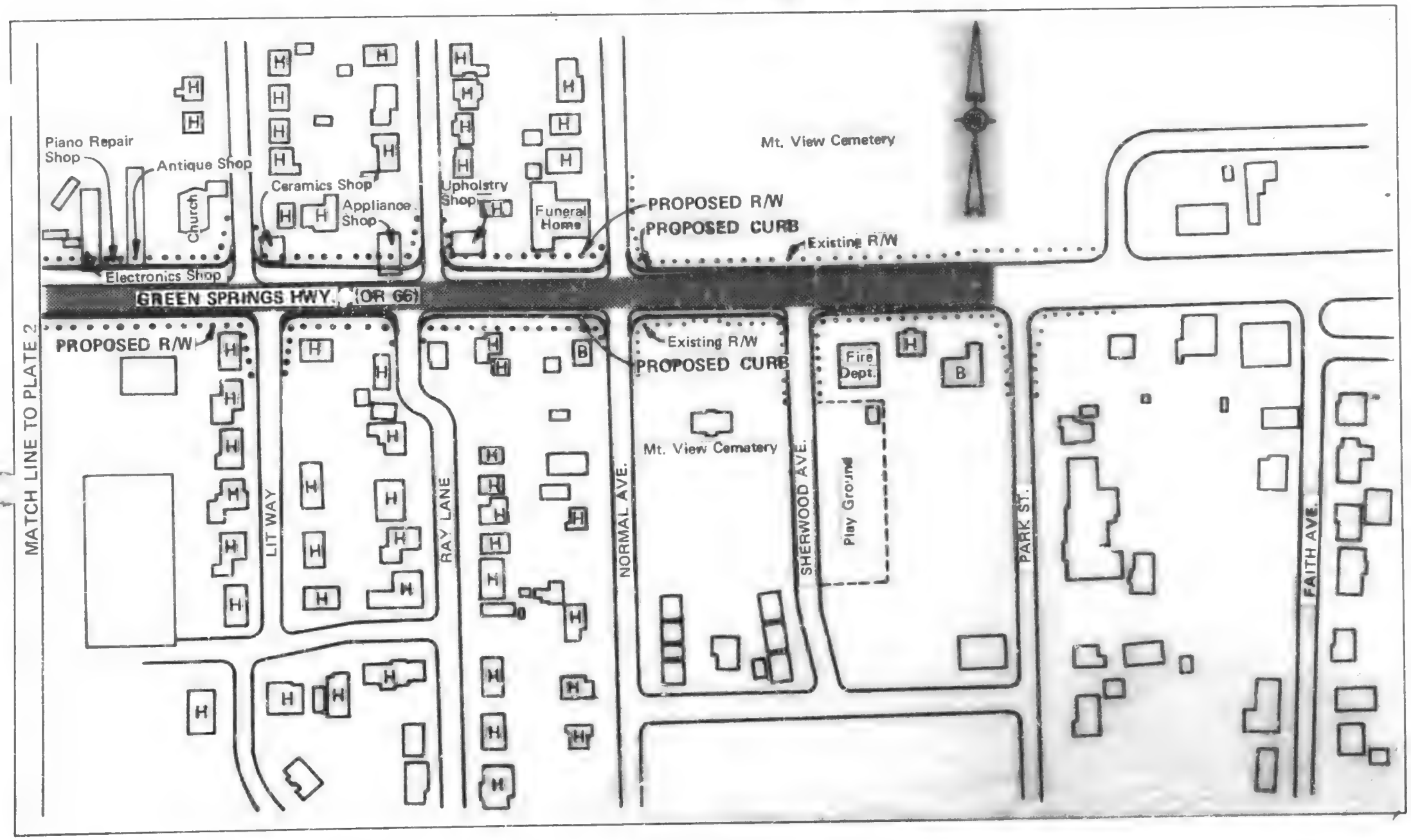
SISKIYOU BLVD. PARK ST.

CULTURE MAP

100 0 100 200 300
SCALE IN FEET

LEGEND

B = Business
H = House



successful relocations, though is uncertain. A study of firms displaced by government projects indicates that small neighborhood-type businesses have more difficulty relocating than multi-store (or multi-plant) firms with a wider market area.[5] Success depends not only upon the business skills of the entrepreneur, but also both monetary and non-monetary assistance (such as expert business, financial and legal advice). With this assistance, the study concludes, nearly all firms which make a positive effort to successfully relocate rather than go out of business, will succeed.

Another small business, an upholstery shop, may be indirectly displaced. The funeral home may expand parking facilities on this lot if its present parking area is removed by the new road.

Relocation Assistance.--The value of each property to be acquired is appraised by the Highway Division, an independent professional appraiser, or both. The Highway Division will establish an amount of compensation, based on fair market value, and offer to acquire the property for this amount. If only a portion of a parcel is acquired, payments will be equal to the difference between the fair market value before the State's acquisition and the value after acquisition. Property damages, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division, and not to those owning properties outside the right-of-way area.

Displaced businesses and non-profit organizations in occupancy at the start of negotiation for the property are entitled to receive actual, reasonable moving expenses for moving personal property a distance not to exceed 50 miles.

As an alternate moving expense procedure, in the case of self move, the business or non-profit organization may be paid an amount to be negotiated between

[5] See Kinnard, William N. and Stephen D. Messner, Effective Business Relocation, (Lexington, Mass., D. C. Heath and Co., 1970), particularly Part II.

the State Highway Division and the displaced business or non-profit organization. Under certain conditions, businesses and non-profit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business during the two tax years immediately preceding the year in which such business is displaced. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment (see Appendix A).

Noise

A field study was undertaken in January, 1976 to determine present sound pressure levels in the vicinity of the proposed project. Measurements, which correlated very highly with mathematical models, revealed that the L_{10} 70 dBA noise level[6] is within 30 feet of the centerline of the road. All buildings along the road are beyond 30 feet of the centerline and, therefore, do not experience this level.

In order to determine areas impacted by noise, the Federal Highway Administration has adopted guidelines for certain land uses. For most buildings along Green Springs Highway in Ashland, the L_{10} 70 dBA guideline applies. No buildings, under the build or no-build alternative, would be affected by this noise level in 1976. By 1996, three residences under the no-build would experience peak hour noise levels slightly exceeding L_{10} 70 dBA while one residence would be so affected under the build alternative.

[6]Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3-4 dB increase. A 23 dB level reflects twice the sound pressure of 20 dB and 26 dB reflects about 4 times the pressure of 20 dB. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used in this report because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this.

The sound level that is exceeded 10 percent of the time is known as the L_{10} level and is an indicator of the maximum sound level during a given time interval. The term "L_{10} 70 dBA," then, indicates that the sound pressure level of 70 decibels on the A-weighted scale is exceeded 10 percent of a time interval.

Noise levels at the cemetary at the highway right-of-way line presently exceed the Federal guideline. Levels are currently L_{10} 73 dBA increasing to L_{10} 77 dBA for the no-build alternative and L_{10} 76 dBA for the build alternative.

Mitigative measures would be limited to within the right-of-way since any work done outside of the right-of-way would disturb grave sites (which would entail extensive litigation). Therefore, the only possible noise barrier that could be reasonably constructed within these limits would be a sound wall.

This action, though, would not be prudent. The costs of this barrier (both monetary and community costs) would well exceed community benefits. First of all, noise impacts would not occur to the entire cemetary. A wall, then, would only mitigate noise impacts on a portion of the cemetary. Secondly, this cemetary receives little use (as compared to a park) so that excessive noise levels (which would occur only during peak traffic hours) would affect very few people. The value to the community would be small since the barrier would protect only a few who occasionally use the cemetary. Thirdly, a wall on either side of the road, one block long, would clash with the currounding cultural landscape of low level buildings and open space. This would constitute a trade-off between noise mitigation and aesthetics.

Since the construction of noise barriers at the cemetary is not prudent or feasible, noise impacts will not be mitigated at that site.

Noise impacts as a result of implementing the proposal

would not be significant enough to warrent migitation measures such as the construction of sound barriers. The increase in noise levels over 20 years for the build alternative is expected to be 3-4 dBA. This is not considered of major significance.

Air Quality

The Siskiyou Boulevard-Park Street section of Green Springs Highway is located in an area that is considered to have very good air quality. The project area is not affected by any major point sources of pollution, nor does it meet requirements representing minimum warrents for application for an Indirect Source Construction Permit.

To aid in the implementation of the Clean Air Amendments of 1970, the Environmental Protection Agency has designated air quality control regions, each of which are classified according to the magnitude of pollutant concentrations within an area. The particular region in which Ashland belongs includes Jackson, Josephine, Curry, Coos and Douglas Counties. According to the Oregon Clean Air Act Implementation Plan, this region is considered to have excellent air quality in regard to pollutants (except particulates) for which National Ambient Air Quality Standards exist. In the case of particulates, only marginal air quality control is required.

Based on air quality data compiled for the Implementation Plan, the 1970 annual geometric mean for particulate concentrations in Ashland was 47 ug/m^3. Recent data[7] indicate that the 1974 geometric mean is 49.5 ug/m. These values are below the Department of Environmental Quality's primary and secondary standards of 70 ug/m^3. The maximum 24-hour average of particulates was 118 ug/m^3 in 1970 and

[7]As per phone conversation with John Core, DEQ; February 3, 1976.

105 ug/m^3 in 1974. These values are also well below the primary standard of 260 ug/m^3 and the secondary standard of 150 ug/m^3. The automotive contribution to particulates may be conservatively considered to be about 10%.[8] Therefore, the increases in traffic volumes, resulting from the proposed project, should not lead to an increase in the concentration of particulates within the project area.

A computer prediction model was used to check possible CO concentrations for the build and no-build alternatives in 1976 and 1986. Factors such as regional meteorology, topography, traffic, and highway design were used to derive results.

The results of the computer predictions indicated that both the build and no-build alternatives are very similar. The highest concentration was for the 1976 no-build alternative. The value of CO concentration obtained at the roadway is 7.6 mg/m^3 which is well within the primary and secondary standards of 10 mg/m^3.

Neither alternative will substantially degrade air quality in the Ashland area and air quality should not be a factor in the decision between the two alternatives. In view of the results of the study conducted, it is the determination of the Oregon State Highway Division that the proposed project is consistent with the goals of the State of Oregon Clean Air Act Implementation Plan.

Utilities

There will be conflicts with the existing utilities along the project, however, this is common to urban arterial improvements. The actual extent of these conflicts is not known, as a detailed investigation of the utilities has not been completed. All underground and aerial utilities will be subject to adjustments.

Aesthetics

Several trees, primarily on SOSC and cemetery property, will be removed

[8]A report by the Environmental Protection Agency on the nationwide emissions of major pollutants, with 1969 data, indicated that only two percent of particulates are produced by transportation sources.

during construction. The visual effects of this action will be minimal at the cemetery, but quite noticeable at the college grounds. These trees provide a measure of vertical and colorful contrast to an otherwise visually flat and dry-appearing project area. Three large willow trees on the college property may be removed. There are other trees on the property outside the proposed right-of-way that will provide some visual qualitities, however, not to the extent of the existing trees.

Historical-Archeological

There are some historical and archeological features in Ashland, since this area was occupied by Indians and white settlers of the last century, however, no historic or archaeological sites will be affected by the proposed project. Such determination was effected by the State Historic Preservation officer in July, 1977. (See SHPO letter, Appendix B.)

HEARING COMMENTS AND RESPONSES

The following is a summary of all concerns presented at the Public Hearing, held June 3, 1976 in Ashland, and presented by letters which were included in the hearing transcript.

1. "What relocation benefits am I entitled to?"

   Response:

   See appendix entitled "Relocation Benefits."

2. "What is the time-frame under which displaced owners may plan for relocation?"

   Response:

   No person lawfully occupying real property shall be required to move from his home or business location without at least 90 days written notice. This notice will not be issued prior to the state obtaining the right to legal possession of the property. Right-of-way negotiations

will probably begin one-and-a-half years from now, making probable time of relocation approximately two years from now.

3. Parking space will be reduced for three businesses as a result of constructing curbs and sidewalks. This will substantially affect these businesses. Construct wide curb cuts that would allow vehicles to maneuver into parking spaces.

Response:

The Highway Division is acting entirely within its own right-of-way in the area of these businesses so they are not eligible for compensation. Wide curb cuts are usually hazardous because vehicles conflict with each other when entering and exiting at different points. The approaches will therefore be constructed at standard widths. The locations of the curb cuts may be negotiated with the Highway Right of Way Agent.

4. Why not build a bikeway that is separated from the highway instead of using the sidewalks for a bikeway?

Response:

A separate bikeway would require more right-of-way along this section, resulting in several additional business and residential displacements. The added benefits of this type of bikeway over a combination sidewalk--bikeway would substantially less than the additional right-of-way costs. A separated bikeway is usually not compatible with a commercial area.

5. Why not beautify the highway by constructing and landscaping planters in the median?

Response:

Planters in the median add to highway beauty and can serve as pedestrian islands, but there are some drawbacks. By nature of their being in the median the planters will interfere with left turn movements, which may have a noticable economic effect in this commercial area. The planters would also limit the number of points at which

vehicles could make left turns, reducing the convenience of the left turning lane. Depending on the type of shrubs planted, sight distance may be reduced to a hazardous point for left turning vehicles.

The Highway Division feels that these impacts are not worth the aesthetic benefits derived from a planted median.

6. Is there a possibility of replacing trees that are removed?

Response:

This is possible and has been done in a few instances. Tree replacements depend on the impact of the highway on vegetation and the need of the area. This is usually decided in the final design phase of the project.

7. A traffic signal should be installed at the Walker Avenue intersection for pedestrian safety.

Response:

The number of people using the crosswalks is not enough to warrant a traffic signal at that intersection, according to Highway Division standards. If, after construction, this intersection is deemed to be hazardous to pedestrians, then a traffic signal may be installed.

8. The driveway at Litwiller Funeral Home will be too steep after construction.

Response:

The design for this driveway has been modified to make the slope longer and flatter.

9. The displacement of 9 businesses will significantly affect the city tax base.

Response:

While these businesses would be displaced, most would relocate in the city (and some on remaining property). This would offset a loss of

revenues for the city. It is possible that one or two businesses would choose to terminate, but this would not significantly affect the amount of revenues the city would derive from taxes.

10. The project costs too much. Why should we cater to traffic demands?

Response:

This improved transportation facility will aid economic growth. Such growth is a goal of the region. The economic benefits derived from the project will outweigh the costs incurred in constructing it.

11. Build the bicycle ramps in line with the sidewalks instead of offsetting them.

Response:

This design feature will be included in the project.

SUMMARY OF IMPACTS AND BASIS FOR NEGATIVE DECLARATION

The Oregon State Highway Division has determined that the proposed project is necessary to provide a facility that will meet regional traffic needs for 20 years. This improvement is incorporated into the Bear Creek Area Transportation Study, and is consistent with Jackson County and City of Ashland land use and transportation plans.

Primary impacts to the natural environmental as a result of this project are not of major significance. Air quality and noise analyses slightly favor the build alternative.

Right-of-way impacts may be substantial under certain conditions:

1) Residential relocations are made during the school year when the supply of rental housing is limited;
2) The two houses on SOSC property are not moved but are acquired and demolished; and

3) Displaced businesses are unable to successfully relocate.

Right-of-way impacts are not likely to be substantial under the following conditions:

1) Residential relocations are made during the summer months;

2) The two houses on SOSC property are moved;

3) Businesses are able to relocate successfully.

It is the conclusion of the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

E V Johnston
Technical Services Engineer

4-12-77
Date

G H Green
FHWA Division Administrator

9-28-77
Date

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APPENDIX A

RELOCATION BENEFITS

ELIGIBILITY

It is most important to note that elibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the State Highway Division on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$140 [3 rm]	$220 [5 rm]
$100 [2 rm]	$180 [4 rm]	$260 [6 rm]

Seven or more rooms -- $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE
[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square–foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Upon request by the displacee a preliminary determination of any of the above benefits will be calculated and presented to the displacee.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State having the right to legal possession of the property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Highway Division has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL

Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.

Housing Additive	$15,000 maximum
Including	
Costs incidental to purchase of replacement dwelling	
And Including	
Increased interest cost on replacement dwelling	
Or	
Rent Supplement	$4,000 maximum
Plus	
Actual reasonable moving costs	Actual
Or	
Moving costs based upon schedule	$ 500 maximum
Or	
Storage of personal property up to twelve months, when necessary	Actual

Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.

Rent Supplement	$4,000 maximum
Or	
Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum
Plus	
Actual reasonable moving costs	Actual
Or	
Moving costs based upon schedule	$ 500 maximum
Or	
Storage of personal property up to twelve months, if necessary	Actual

BUSINESS & FARM

Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.

Actual reasonable moving costs	Actual
Or	
Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
Plus	
Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Plus	
Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus	
Storage of personal property up to twelve months, when necessary	Actual
Or	
Payment "in lieu" of all other benefits--requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum

81-734-3772
Rev. 3-4-77

APPENDIX B

LETTER FROM SHPO

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

July 6, 1977

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Siskiyou Boulevard-Park Street
Ashland, Jackson County

Dear Mr. Dykman:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archaeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

The Chappel-Swedenburg Home, which is approximately six blocks beyond the western end of the project, has recently been approved for nomination to the National Register. Since this location is outside the project area, however, the property will not be affected.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

9-2-77

1006

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-166(4)

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
FF-6

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-28-77	Primary 15	Primary 21

GENERAL LOCATION:
"Siskiyou Blvd" Park St Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION : TEC NTE $9,000, F.F.- $7,037
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Final Negative Declaration was concurred in by FHWA 9-28-77 and you are now authorizad to proceed with PS&E preparation as requested in Mr. Swan's May 16, 1977 letter.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (Rev. 8-73) 3006

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 28, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project F-166(4)
Siskiyou Blvd.-Park St.
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Attached is a copy of the subject declaration which I have concurred in today. The original document has been forwarded directly to Mr. Gary Potter in the Environmental Section.

G. K Hoosner
for G. L. Green

Attachments
cc:
C. Laux (Proj. Management)
G. Potter (Environmental)

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
SEP 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON
Department of Transportation

INTER OFFICE MEMO

TO: MEMO TO FILE

DATE: September 15, 1977

FROM: R. C. Blensly
Program Development Manager

File No.: ~~PLA 11~~

SUBJECT: Contract Schedule

NOTED
E. S. HUNTER

The development of the Preliminary Six-Year Highway Program was predicated on moving certain projects contained in the 1976 Six-Year Highway Improvement Program into the contract schedule for fiscal year 1978. The changes were based on Ed Hunter's revision of the early contract ready dates prepared by Location. Specifically, these projects include:

1. Warren-Scappoose Section of the Lower Columbia River Highway.

2. Siskiyou Boulevard-Park Street Section of the Green Springs Highway.

3. The Remote Section of the Coos Bay-Roseburg Highway.

All three of these projects were scheduled for fiscal year 1978 in the 1976 Six-Year HIP. I have requested Ben Gifford to show these projects on the contract schedule for fiscal year 1978.

RCB:ap
cc: Ben Gifford
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
SEP 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-128-1387

9056

September 14, 1977

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
Ashland, OR 97520

Dear Mr. Alsing:

Siskiyou Blvd.-Park Street
Green Springs Highway, Jackson County

Your listing of accidents on Barnett Road has been reviewed and compared with an accident diagram of reported accidents. We find that your list has several accidents that do not show in Motor Vehicle's records, possibly because they were under $200, and several accidents show on Motor Vehicle's records that you do not have. The diagramming of the accidents leaves a big question as to how many of the other accidents both that you show and those you didn't have data on that could be related to the median islands. In any event, the area has a higher-than-normal accident rate and median islands. There may or may not be a correlation between the two.

A review was then made of the median island plan which your people had prepared. We find that after removing those islands that block left-turn storage areas for the public streets, of the original nineteen, only five or six would be retained. This is based on the most liberal data we could find, assuming that turning traffic would do most of its decelarating while still partially in the through lane. To get traffic out of the through lane before slowing would take out all but one of the indicated islands.

Assuming islands spaced as indicated, turning traffic could not enter the hideout area and turn parallel, out of the through lane, prior to making its turn off the highway. It would probably stop at an angle, still encroaching on the through lane with the rear of the vehicle.

It may be that we are overly concerned with safety. On the other hand, it may be that your design people have not considered the mechanics of making the turns into the hideouts and then into the driveways which they were trying to serve and possibly overlooked the need to provide hideout areas for turns to the city streets. The design submitted would effectively be the same as a four-lane facility with no median area, with turning vehicles storing in the inside lanes prior to turning.

Please review your design to determine whether it does what you believe is appropriate for both your local people and the through traffic. If it does, then possibly consideration should be given to elimination of the extra width required for the median and reduce the required right-of-way requirements. Following your review, representatives from our Region office in Roseburg would be able to discuss your conclusions at your convenience.

Attached is a copy of your plan with islands crossed out where they blocked left turns to the streets.

Sincerely,

H. S. Coulter
State Highway Engineer

Att.

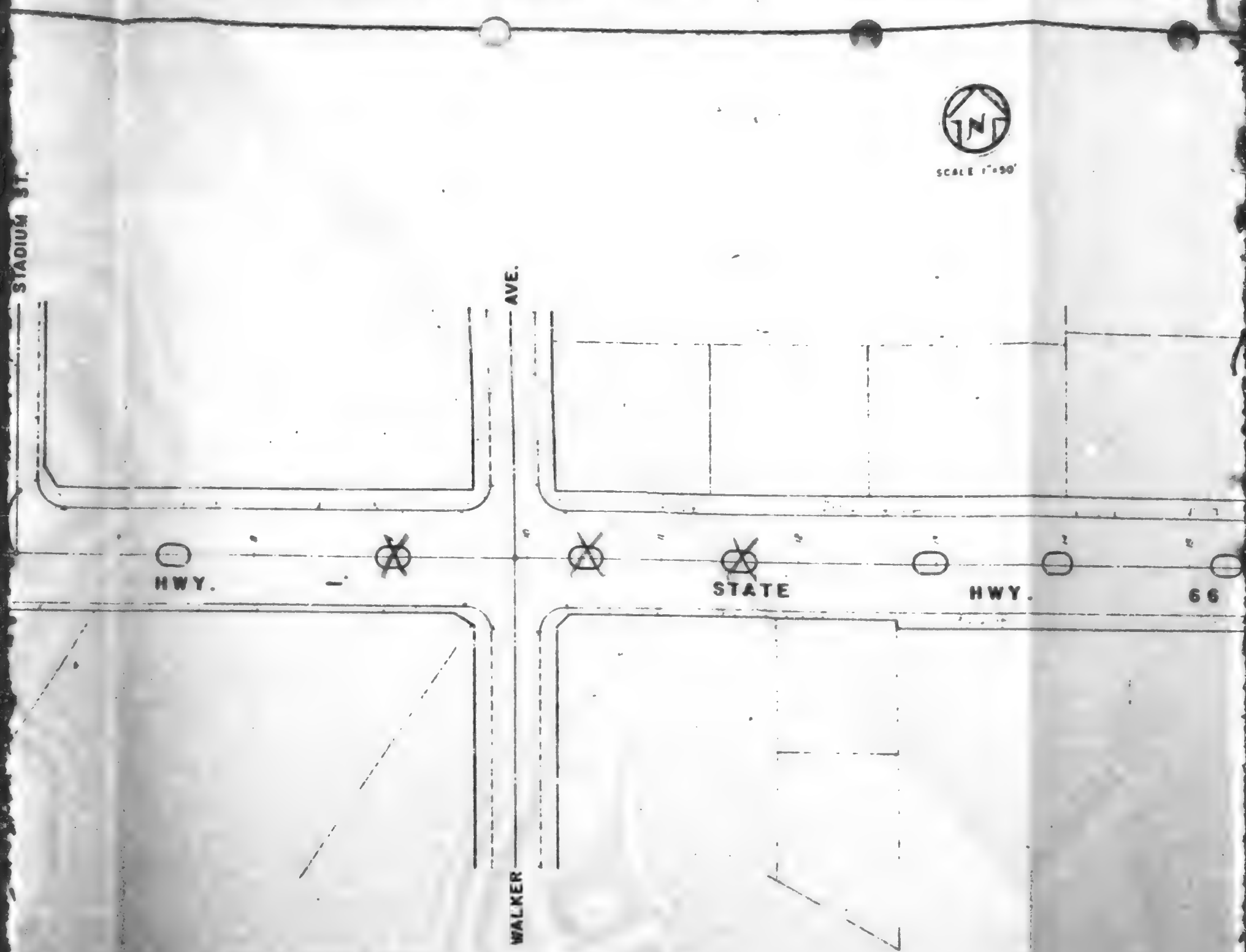
ADO:ax ia

bc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.
L. E. George

STADIUM ST.

GREENSPRINGS

SISKIYOU BLVD. - U.S. HWY. 99



GREENSPRINGS HIGHWAY ISLAND P

PREPARED BY

CITY OF ASHLAND

DEPT. OF PUBLIC WORKS — ENGINEERING DIVISION

LIT WAY

RAY LANE

HWY. 66

TRAVELED LANE

5' SHOULDER

LIT WAY

RAY LANE

WAY ISLAND PROPOSAL

RED BY

ASHLAND

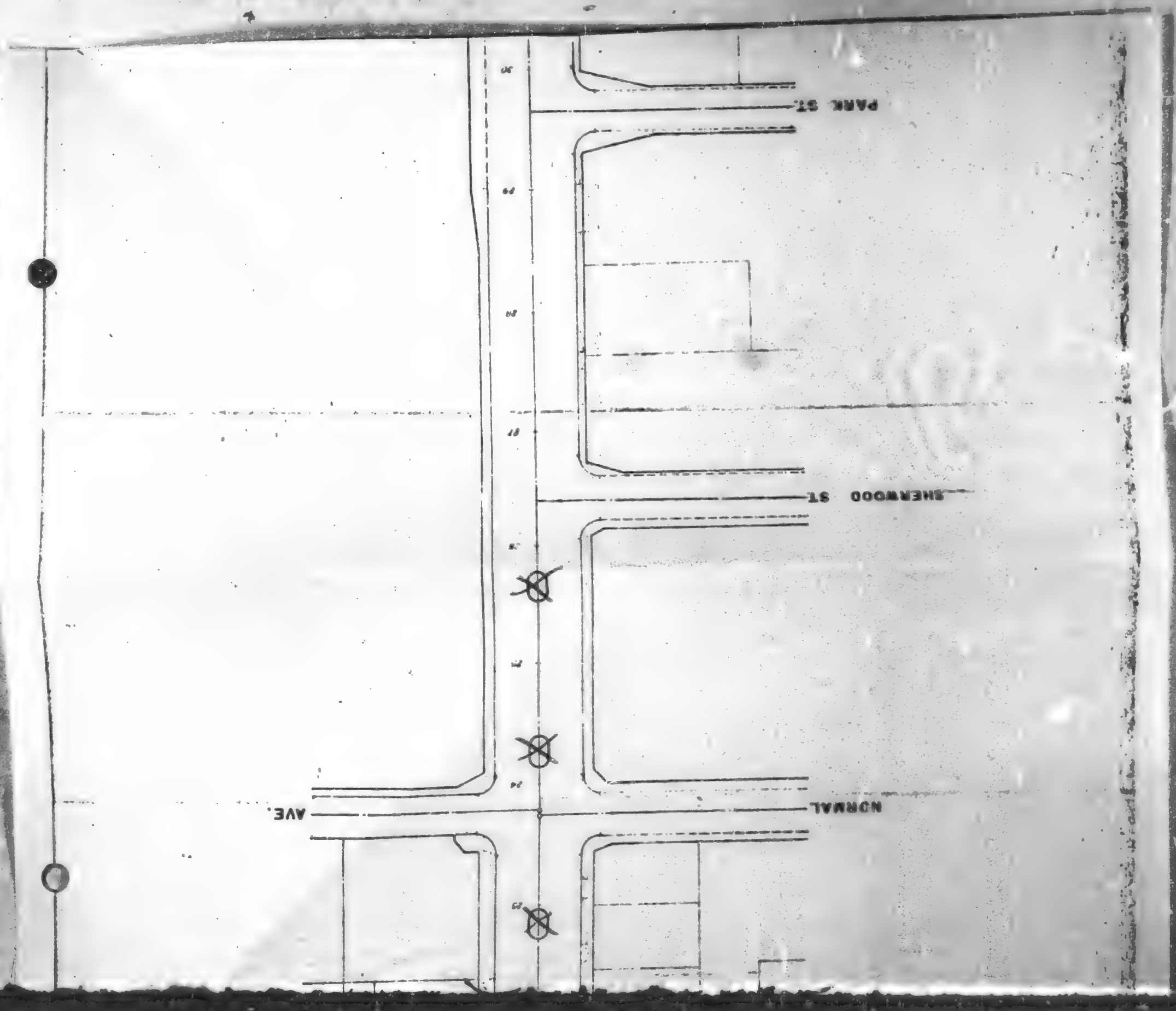
– ENGINEERING DIVISION

SHERWOOD ST.

NORMAL AVE.

RAY LANE

RAY LANE


PARK ST.
SHERWOOD ST.
NORMAL
AVE.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 9, 1977

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

TO: Scott Coulter
State Highway Engineer

SUBJECT: Siskiyou Blvd.-Park Street
Green Springs Highway
Jackson County

We have reviewed Mr. Alsing's comments in regard to the accident rate for the section of Barnett Road between Riverside Avenue (old 99) and Stewart Avenue (I-5 off-ramp intersection) and also the attached accident diagram prepared by the Traffic Section. It would not be possible to determine how many of the accidents between the intersections might have been caused by the presence of the median islands but the diagram tells a different story than his listing. The islands are there and the accident rate is higher than normal for some reason.

In any event, pursuing such an argument would probably be unproductive so we took the City of Ashland's recommended curbed island plan and superimposed it on the detail map to determine how it would fit a normal striping pattern for the area. It would appear that removal of those islands that block left turn hideouts for the existing streets would eliminate all but 5 or 6 of the recommended 19 planter areas. This is based on the minimum distances that I can find in the AASHTO Redbook and assumes that most of the deceleration will occur while the turning vehicle is still partially in the through lane and also that there are no other vehicles in the storage area making turns to approaches prior to the street intersection. If we assume the vehicle should be clear of the through lanes before decelerating, only one island could remain.

If islands are placed as indicated, there is not sufficient distance for turning vehicles to get into the hideout area and turn parallel, out of the travel way, prior to making their turn. Presumably they would stop at an angle, with the rear of the vehicle encroaching on the through lane. Also, most all deceleration would need to take place in the driving lane prior to turning into the hideout area.

Attached is a draft of a reply to Mr. Alsing for your consideration. Also enclosed is a memo and map relative to the islands and storage areas.

ADO:jh
Attachment

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 26, 1977

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Siskiyou Blvd.-Park St. (Ashland)
Green Springs Highway
Jackson County

TO: MEMO TO THE FILES

The following are comments on the City of Ashland plan for curbed islands on the subject project:

The first two islands at Siskiyou Blvd. would require a vehicle turning left from the Green Springs to do so behind the first island. The island could reduce sight distance for such a move. The second one would block storage. The two islands west of Walker Avenue and the two islands east of Walker Ave. block the left turn storage lanes we would provide. This means vehicles turning left at Walker Ave. would block through lanes while waiting to make their turns.

The two islands west of Lit Way block the left turn storage lanes.

The four islands between Lit Way and Normal Ave. block all left turn storage lanes.

The two islands east of Normal Ave. block the left turn storage lanes.

The other islands are not recommended, but we could live with them. ~~We~~ ~~could~~ ~~live~~ ~~with~~ ~~them~~. ~~We~~ ~~don't~~ ~~recommend~~ ~~them~~. They will block some use of the two way left turn lane and may cause some peculiar turning moves in order to avoid the islands.

The original City plan called for 19 islands. Our requirement would reduce this number to 5.

Barnett Road in Medford is an entirely different set up since there are no intersecting streets requiring left turn storage lanes.

DNS:az

PRELIMINARY C
SUBJECT TO CH

OREGON STATE HIGHWAY D

DETAIL MAP

SISKIYOU BLVD. - PARK ST.

GREEN SPRINGS HIGH

JACKSON COUNTY

DATUM: USC & GS 1986 ADJ. BEARINGS

SCALE: 1" = 30' COORDINATE

W.B. MERRILL, RESIDENT ENGI

NOVEMBER 1994

NOTE: The updated Topographic & Cadastral [illegible] the original Project Control [illegible]

Typical Section

OREGON STATE HIGHWAY DEPARTMENT

OREGON STATE HIGHWAY DIVISION

SISKIYOU BLVD. - PARK ST. (GARFIELD)

GREEN SPRINGS HIGHWAY

JACKSON COUNTY

AMENDMENT SEE SHEET MOVEMENTS

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT

DETAIL MAP

ISKIYOU BLVD. – PARK ST. (ASHLAND)

GREEN SPRINGS HIGHWAY

JACKSON COUNTY

DATUM: USC & GS 1936 ADJ.
SCALE: 1" = 80'

BEARINGS: ORE. COORD. SYSTEM SOUTH ZONE
COORDINATES: ORE. GRID

W. B. MERRILL, RESIDENT ENGINEER

NOVEMBER 1964

NOTE: For updated Topographic & Planimetric Information of this area see original Detail Map, Section 7A-5

Typical Section is shown on Sheet 2 of this map

T. 39 S., R. 1 E., W.M.

PRELIMINARY COPY
SUBJECT TO CHANGE

Note: Bk. For Sewer Grade Settings
Can be obtained on Portage
File 1st Floor Engineering
Division No. 106, Lane
County Courthouse
Eugene, Lane County
Oregon.

State of Oregon
S.P. of N.E.
457 / 471
481 / 506.7

State of Oregon
S.P. of N.E.
458 / 481

State of Oregon
S.P. of N.E.
446 / 458

INDIANA ST

Present Cable Installation
Remove 37.6 LF P.C.
Trench Exc. 76 C.Y.

2185 – 2175 Rt.
Install 12" Sewer Pipe - 190'
Tr. Exc. 10 C.Y.

2175 – 2137
Install 12" Sewer Pipe -
Trench Exc. 25 C.Y.

PRELIMINARY COPY
SUBJECT TO CHANGE

RY COPY
O CHANGE

STADIUM ST

WALKER AVE

SPRING

State of Ore
448 / 78

State of Oregon
S E N E
442 / 488

State of Oregon
S E N E
448 / 78

State of Oregon
S E of N E
441 / 80

Proposed Plan

Existing

Concrete

Asphalt

Curb

Gutter

Driveway

Fence

Retaining Wall

Walker Ave

Spring St

Stadium St

Concrete

Asphalt

Curb

Gutter

Driveway

Fence

Retaining Wall

Walker Ave

Spring St

Stadium St

Proposed Plan

Existing

Concrete

Asphalt

Curb

Gutter

Driveway

Fence

Retaining Wall

Walker Ave

Spring St

Stadium St

PRELIMINARY COPY
SUBJECT TO CHANGE

RIARY COPY
T TO CHANGE

STADIUM ST.

WALKER AVE.

State of Ore
448 / 78

State of Oregon
SE ¼ NE
448 / 78

State of Oregon
SE ¼ NE
448 / 78

State of Oregon
SE ¼ NE
448 / 78

SPRING

Walker Ave.

2105 - 6175 Rf.
Install 12" Sewer Pipe - 190'
Tr. Exc. 10 C.Y.

4175 - 6137
Install 12" Sewer Pipe - 40'
Trench Exc. 25 C.Y.

X Eliminate Islands

PRELIMINARY COPY
SUBJECT TO CHANGE

SHOPPING CENTER

Eliminate Islands

PRELIMINARY COPY
SUBJECT TO CHANGE

Wisdom Ave = LN Hwy
Const. Type 'C' Curb - 850'
Const. Type 'A' Curb - 75'
Const. 'B' Curb, Median - 920'

W.W. & E. Walter
R.W. & M.E. Vorio
LIT WAY
Raised
Raised
Raised
Raised
Raised
Raised
Water line - L.Hwy
Const. Type 'C' Curb - 880'
Const. Type 'A' Curb - 120'
Const. 'B' Curb, Median - 965'
SHOPPING CENTER
LIT WAY
C.C.

PRELIMINARY COPY
SUBJECT TO CHANGE

INSET STORM DRAIN SYSTEM NORMAL AVE.
SCALE 1" = 20'

GREEN SPRINGS HWY
NORMAL AVE
NORMAL AVE

FOSTER TRACTS

LIT WAY
RAY LANE
NORMAL AVE

CC CLARK SUB

MT. VI

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT STORM DRAIN SYSTEM NORMAL AVE
SCALE 1" = 20'

GREEN SPRINGS HWY

NORMAL AVE

NORMAL AVE

FOSTER TRACT

LIT WAY

RAY LANE

NORMAL AVE

CC CLARK SUB

MT. VIEW

Purchased Road from Norman Ave.

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT OWNERSHIPS & BURIALS MT VIEW CEMETARY NORTH SIDE

PRELIMI
SUBJECT

M T. V I E W C E M E T A R Y

Bearing E/S of Fremont Pkwy

TYPICAL BLOCK SECTIONS

W CEMETARY

SHERWOOD

PARK ST.

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT OWNERSHIPS & BURIALS MT VIEW
CEMETARY NORTH SIDE

PRELIMINARY CO
SUBJECT TO CHAN

M T. V I E W C E M E T A R Y

TYPICAL BLOCK SECTIONS

W CEMETARY

SHERWOOD

PARK ST.

MT VIEW CEMETARY OWNERSHIP & BURIAL PLOTS
SCALE 1" = 20'

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT: WIRE ELEVATIONS IN STRUCTURE AREA

POWER & TELEPHONE WIRE ELEVATION

STATION	POLE NO	HIGH WIRE	LOW
38+93 (EX)	E 41 1060	2058.9	2049.7
39+29 (EX)	E 41E 1060	2046.0	2037.8
39+94 (EX)	E 41B 1070	2043.9	2033.4
41+05 (EX)	E 44 2100	2049.7	2039.0
41+82 (EX)	E 41B 4A5	2045.7	2037.7
42+28 (EX)	E 41B 1080	2060.2	2052.9
44+99 (EX)	E 46 1081	2054.7	2047.9

RR SIGNAL (EX) - TELEGRAPH & LINE

STATION	HIGH WIRE	LOW
1072+91 (EX)	2053.2	–
1073+51 (EX)	2049.6	2044.6
1075+85 (EX)	2048.5	2043.5
1074+40 (EX)	2046.8	–
1076+30 (EX)		

PROPOSED TRACK

PROPOSED SIDING

EXISTING TRACK

EXISTING SIDING

FAITH AVE.

PRELIMINARY COPY
SUBJECT TO CHANGE

INSERT WIRE ELEVATIONS IN STRUCTURE AREA

POWER & TELEPHONE WIRE ELEVATION

STATION	POLE NO	HIGH WIRE	LOW
38+93 (BK)	E 41 1068	2068.9	2060.7
38+69 (BK)	E 41E 1068	2068.9	2057.8
38+94 (EK)	E 41B 1070	2068.8	2058.6
41+05 (EK)	E 44 2100	2069.7	2059.0
41+82 (BK)	E 1B 1088	2069.7	2076.7
42+28 (BK)	E 41B 1140	2068.8	2061.9
44+88 (EK)	E 44 1188	2064.7	2057.9

RE SIGNAL (BK) - TELEGRAPH LINE

STATION	HIGH WIRE	LOW
1072+61 (BK)	2068.8	-
1072+101 (AK)	2070.6	2059.6
1073+38 (AK)	2070.6	2059.6
1074+16 (BK)	2070.8	2060.8
1074+38 (AK)	2064.6	2054.6

PACIFIC AVE.

FAITH AVE.

INSERT: WIRE ELEVATIONS IN STRUCTURE AREA

POWER & TELEPHONE WIRE ELEVATION

STATION	POLE NO	HIGH WIRE	LOW WIRE
38+93 (RU)	E 611 1000	2098.9	2089.7
39+29 (RU)	E 612 1000	2046.0	2037.8
39+94 (RU)	E 613 1000	2048.5	2038.4
41+05 (RU)	E 614 2100	2049.7	2039.0
41+82 (RU)	E 615 1000	2040.7	2032.7
42+28 (RU)	E 616 1100	2046.2	2037.9
44+93 (RU)	E 617 1100	2044.7	2037.9

RR SIGNAL (RU) - TELEGRAPH & W LINE

STATION	HIGH WIRE	LOW WIRE
1072+91 (RU)	2043.2	-
1072+57 (LU)	2041.6	2034.6
1073+85 (LU)	2043.5	2036.3
1074+16 (RU)	2041.5	-
1075+38 (LU)		

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

NOTED
H. S. COULTER

City of Ashland

ASHLAND, OREGON
97520

RECEIVED
STATE HWY ENGR
AUG 19 '77
REFER TO
Bud Shirley - Keating
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 18, 1977

Mr. H. S. Coulter, Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Coulter:

Thank you for the information contained in your letter of August 3, 1977, concerning Barnett Road's center Islands and accident rates. While we concur that the accident rate seems high, we feel that it is more important to analyze these accidents in relation to the existance of the islands.

We find that there were 33 accidents between 6-4-69 and 4-19-77. Of these only three could possibly be related to the center islands and at least one of these is questionable. Attached is a compilation of the accidents as reported. Asterisks mark the ones which might (or might not) be related to the islands.

We feel that a more thorough analysis of these accidents by the Highway Department will tend to support our contention that the islands are not dangerous. Also, you might request your engineers to recalculate the accident rate per million vehicle miles for the three chargeable accidents.

In the meantime we would appreciate it very much if Mr. L.E. George and/or Mr. Terpin would schedule a visit to our area to discuss the situation in light of the above and also so that we can discuss the differences between the traffic on Siskiyou Boulevard and Greensprings Highway and its relationship to the accident rate.

As mentioned previously, we have some leeway concerning participation in landscaping and maintenance costs and we would like to discuss this with Mr. George or Mr. Terpin also. Your consideration will be appreciated.

Sincerely,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

A3/em
Enclosure

COMPILATION OF ACCIDENTS - BARNETT ROAD

	6-4-69	Intersection lane change.
	8-16-69	Struck from rear while making right turn from right hand lane.
	12-27-69	Slid on slick pavement.
	5-8-70	Forced by lane change of 2nd driver in right hand lane.
	-19-71	Struck while turning (failure to make right turn from right lane).
	8-13-71	Failure to observe car in front.
	10-11-71	Struck in rear - stopped for traffic.
	12-27-71	Struck while entering highway
	2-21-72	Struck while turning off of highway.
*	6-11-72	Failed to observe motorcycle.
	11-4-72	Turning movement
	1-10-73	Struck in rear while stopped for traffic ahead.
	1-27-73	Improper lane change at intersection.
	1-18-73	Struck from rear at traffic signal.
*	6-17-73	Turned in front of approaching vehicle.
	6-1-73	Lost control as driver was forced out of lane.
	8-28-73	Struck while entering from private driveway.
	9-10-73	Struck while entering from driveway.
	10-11-73	Struck in rear - improper lane change.
	12-22-73	Improper lane change.
	2-8-74	Struck in rear while stopping for traffic.
	8-2-74	Entered improper lane.
	8-28-74	Struck while making right turn into driveway.
	10-17-74	Vision obscured by camper when entering from driveway entrance.
	5-17-75	Struck at center - possible alcoholic beverage.
	5-27-75	Pulled into street without stopping.
	11-26-75	Struck at center - did not clear lane.
	7-1-76	Struck in rear at signal.
	10-28-76	Vehicle unintentionally rolled forward.
*	1-12-76	Failure to yield at center.
	12-25-76	DUIL.
	4-7-77	Failure to yield - impaired vision.
	4-9-77	Failure to yield right of way - impaired vision.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 25, 1977

FILE:

NOTED
R.D. TWYSTAD

FROM: L. E. George
Traffic Engineer

SUBJECT: Siskiyou Blvd.-Park Street
Green Springs Hwy. No. 21
Jackson County

TO: F. E. Terpin
Location Engineer

We have reviewed the City of Ashland's proposal formedian islands on the subject section as submitted by you to this office April 14, 1977. We find the proposal totally unacceptable.

As proposed, the islands would provide very little or no positive value for traffic control. The cost of maintenance could be expected to be abnormally high for maintaining the planted areas and the roadway around the island. During the winter the islands would obstruct snow plow crews attempting to clear snow. They would also make it more difficult to sweep the excess sand that is placed on the street during icy weather.

The placement of these proposed islands does not adequately address the problems of left turns. Left turns into businesses as well as cross streets would be greatly hampered by the islands unless proper provisions were made for maneuvering, deceleration and storage of left-turn vehicles. The island proposal is incompatible with modern highway construction standards.

Comparing the section of Siskiyou Blvd. where islands are used for separation of traffic with the newly reconstructed section of the Green Springs Highway where a continuous left-turn lane was installed, the 1975 accident rate for the continuous left-turn section was 2.32 accidents per million vehicle miles while on the section with raised medians the 1975 accident rate was 5.07 accidents per million vehicle miles. The installation of the proposed islands would not constitute a safety improvement nor could it be expected to reduce accidents. To the contrary, plantings in the islands might reduce sight distance and cause an increase in accidents. Likewise, the islands would be fixed object obstacles and may cause an additional number of accidents. There may also be a tendency for motorists to use the islands to make U-turns in a manner that could be illegal and unsafe. From a traffic capacity standpoint, it would be much more desirable to have a left-turn lane instead of the proposed islands.

NOTED
GLENN EATON

NOTED
DWAYNE HOFSTETTER

Based on traffic safety and capacity, we are opposed to the raised islands proposed. It is our opinion that the Highway Division should not approve this type of installation.

L. E. George
Traffic Engineer

GE:rw

GENER FILES

August 3, 1977

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
Ashland, OR 97520

Dear Mr. Alsing:

Please accept my apologies for not responding sooner. Following your visit, I asked our traffic people to review the accident record on Barnett Road in Medford as a comparison for possible work in Ashland.

The accident rates based on an estimated ADT over a five-year period from January 1972 through 1976 comes out at 9.5 accidents per million vehicle miles, supporting the opinion we have expressed earlier that placing islands in the center of a four-lane facility is not the safest thing to do.

With this information, I would hope that the City will reevaluate its reasoning and support a design that utilizes a continuous left-turn median lane.

Sincerely,

For H. S. Coulter
State Highway Engineer

HSC:ia

bc V. B. Klaboe
E. S. Hunter
Alfred Shirley, Jr.
L. E. George
J. H. Versteeg

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION Jackson
City Medford
Street Barnett Rd.
Hwy. No. ____ Rte. No. ____
From Riverside Ave. Hwy #63 MP. 7.87
To Thru I-5-conn. #3 MP. 27.43
Period Covered:
1-1-72 to 12-31-76

	COLLISION TYPE													CLASSIF.						
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
1972													11		7	4		8	8.[illegible]
1973													12		5	7		12	2.[illegible] w/o intersections
1974													18		12	6		3	14.[illegible] 3.56
1975													10		5	5		9	7.07
1976													15		8	7		12	9.94 1.51
Total													66		37	29		54	9.5

* A.. Rate based on ESTIMATED A.D.T.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Medford County Jackson
Intersection of Barnett Rd and Riverside Ave Hwy 63
Highway Number Thru Stewart Ave T.S. conn.
Period Covered 1 1 72 12 31 76
Compiled by AKI Drawn by _____ Date 6-28-77

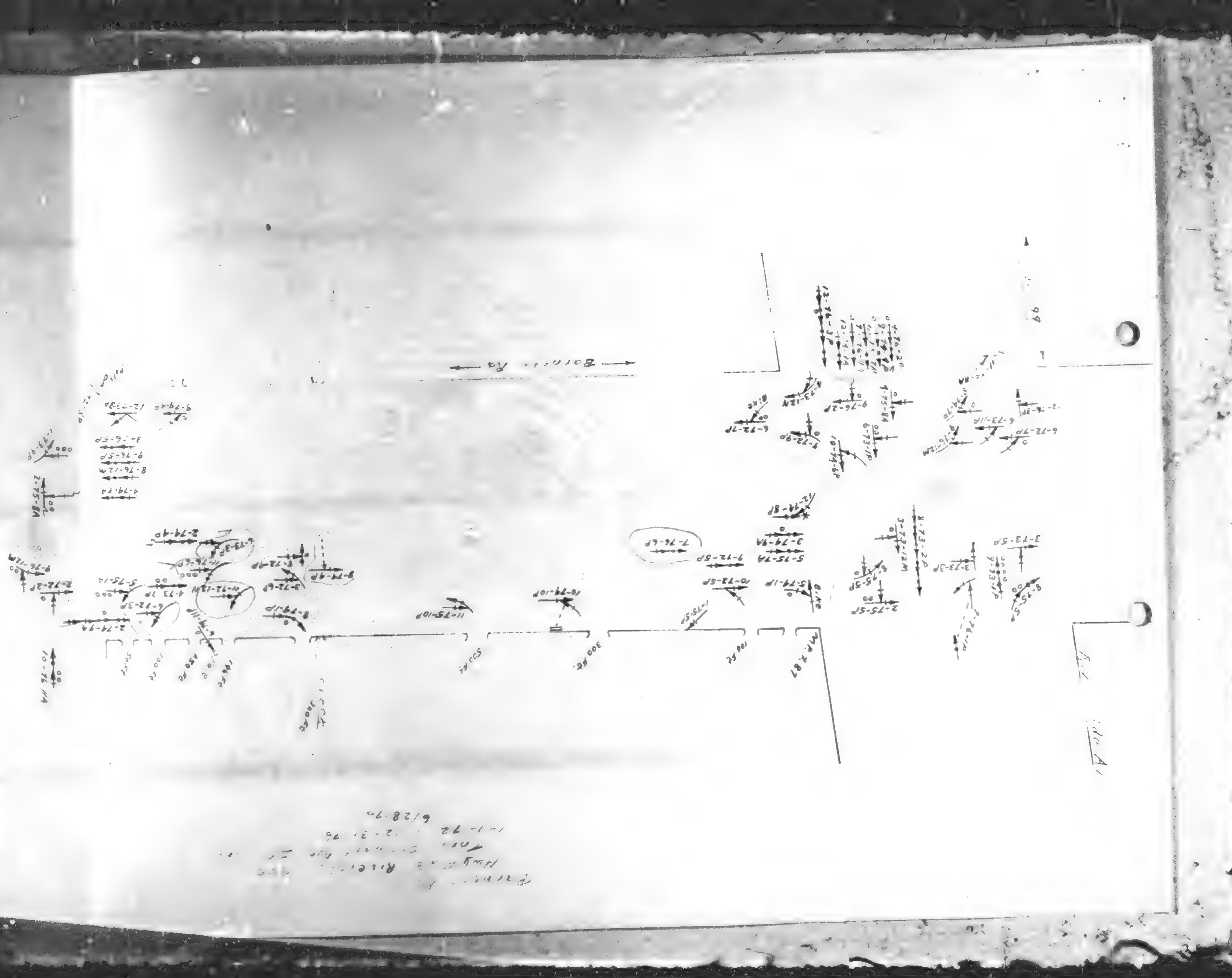
LEGEND

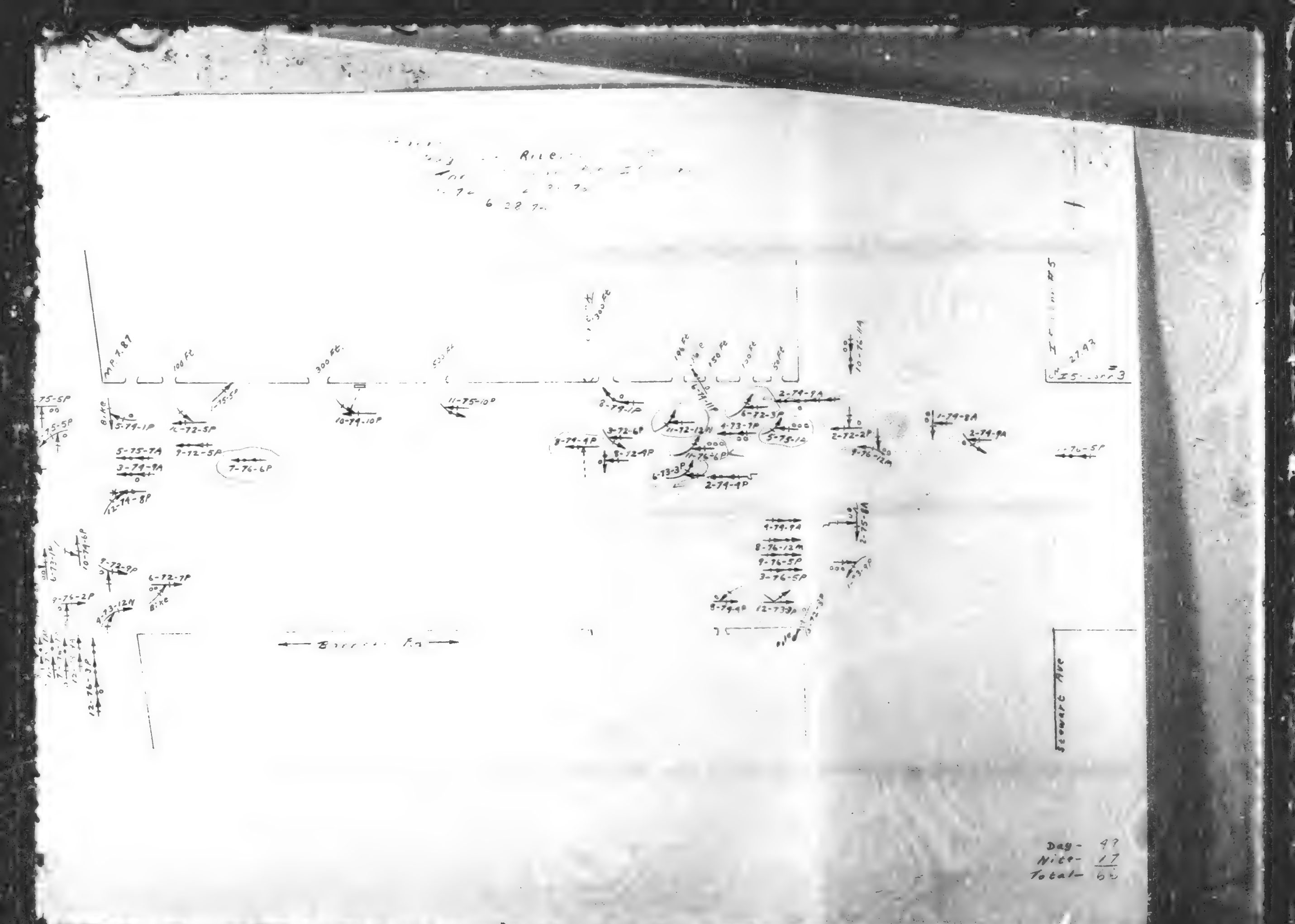
- ● Person Killed
- ◀----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ◀—— Property Damage Only
- ◀+◀+ Collision – Rear-end
- ◀+▶● Collision – Head-on
- ◀/◀ Collision – Sideswipe
- ◁----- Path of Pedestrian
- ◀—— Path of Vehicle
- ◀----- Path of Animal
- ◀+◀ Vehicle Moving
- ◀● Vehicle Stopped
- ◀+▶ Vehicle Backing
- ▭ Properly Parked
- ▭◀ Improperly Parked
- ◀⟲ Vehicle Overturned
- ◀∿ Vehicle Skidded

*Stopped Prior to

Collision Type	1972-1973				1974				1975				1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		4	2	6		1		1		3		3		1	1	2		9	3	12
Head-on																				
Rear-end		2	2	4		4	3	7			3	3		5	4	9		11	12	23
Sideswipe			1	1															1	1
Turning Movement		5	6	11		4	3	7		2	1	3		2	2	4		13	12	25
Parking																				
Non-collision																				
Fixed Object		1		1		1		1			1	1						2	1	3
Pedestrian						2		2										2		2
Backing																				
Misc																				
TOTAL		12	11	23		12	6	18		5	5	10		8	7	15		37	29	66

Form E-261-6-70





Day- 99
Nite- 17
Total- 62

OREGON STATE HIGHWAY DIVISION — Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION Jackson
City Medford
Street Barnett Rd.
Hwy. No. ——— Rte. No. ———
From Riverside Ave. Hwy #63 MP 7.87
To This I-5-conn. #3 A.P. 27.43
Period Covered:
1-1-72 to 12-31-76

	COLLISION TYPE													ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
1972													11		7	4		2	8.[illegible] w/o Intersections
1973													12		5	7		1	[illegible]
1974												(3)	18		12	6		3	14.[illegible] 3.56
1975													10		5	5		2	7.07
1976												(2)	15		8	7		2	9.94 1.51
TOTAL													66		37	29		10	9.[illegible]

* 4... Rate Loca... 35... A.I.T.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Medford County Jackson
Intersection of Barnett Rd. and Riverside Ave Hwy 6 Thru Stewart Ave. I-5 conn.
Highway Number
Period Covered 1-1-72 12-31-76
Compiled by AA Drawn by Date 6-28-77

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

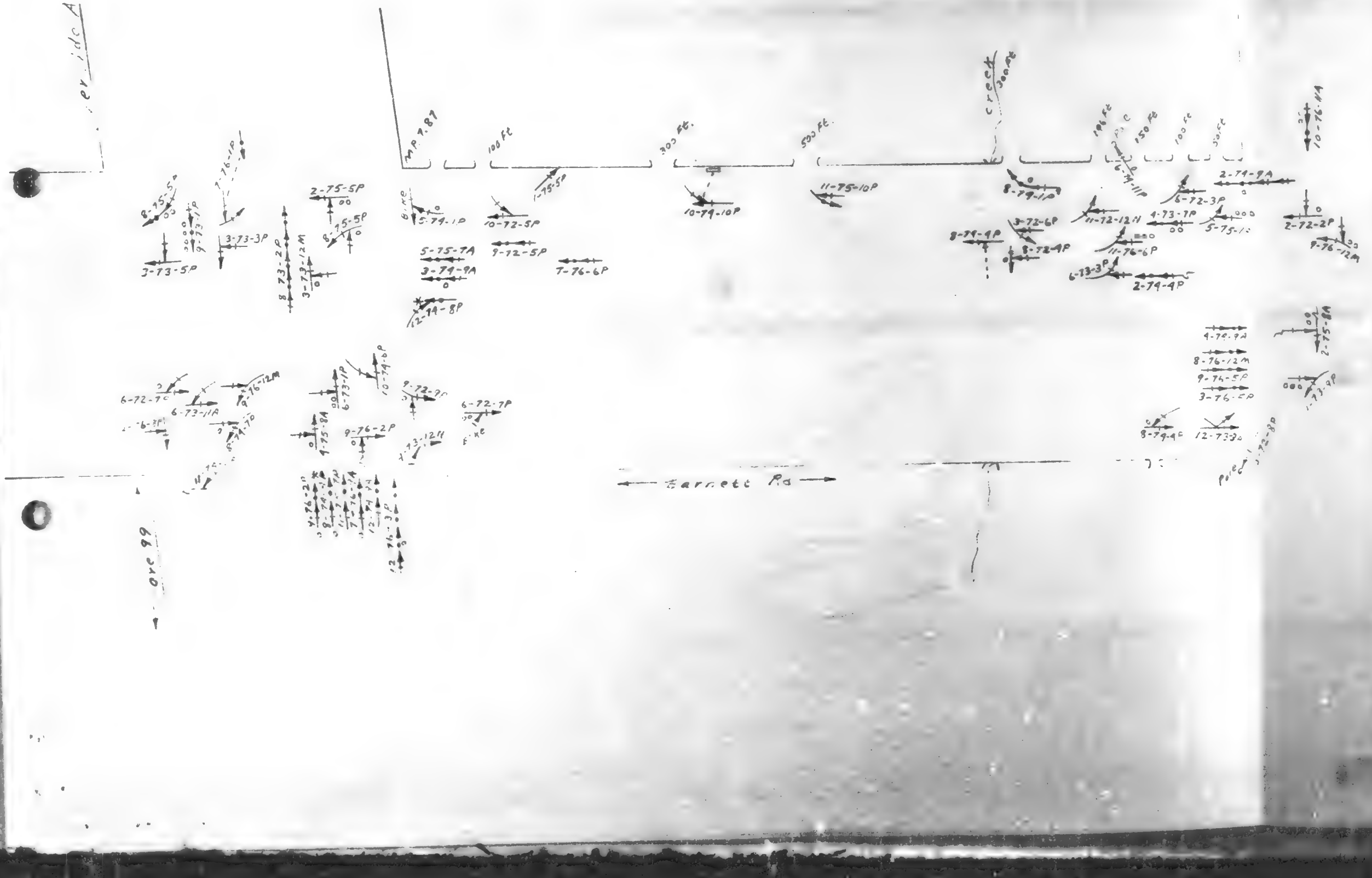
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

*stopped Prior t/t

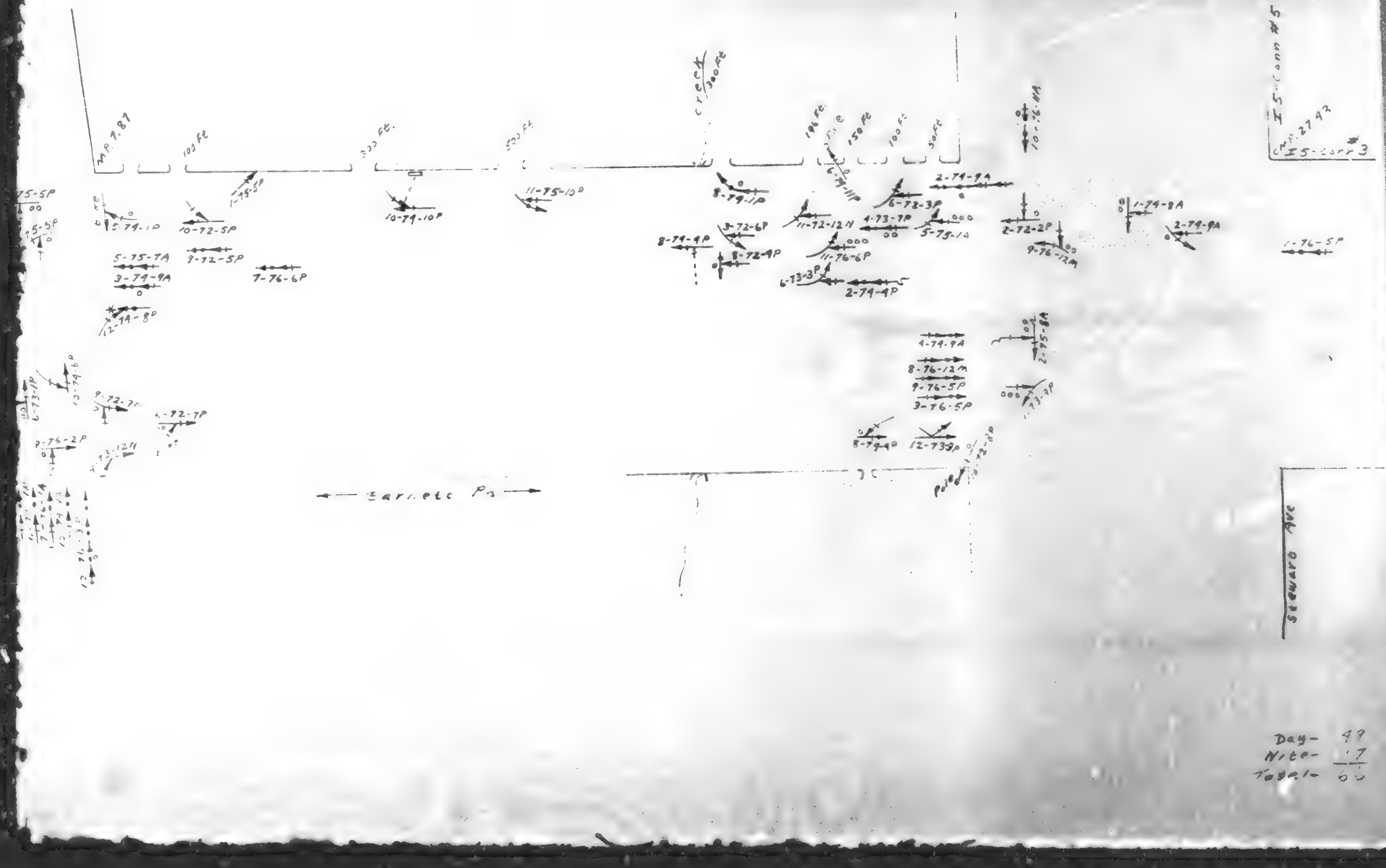
Collision Type	1972-1973				1974				1975				1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		4	2	6		1		1		3		3		1	1	2		9	3	12
Head-on																				
Rear-end		2	2	4		4	3	7			3	3		5	4	9		11	12	23
Sideswipe			1	1															1	1
Turning Movement		5	6	11		4	3	7		2	1	3		2	2	4		13	12	25
Parking																				
Non-collision																		2	1	3
Fixed Object		1		1		1		1			1	1						2		2
Pedestrian						2		2												
Bicycle																				
Misc.																				
TOTAL		12	11	23		12	6	18		5	5	10		8	7	15		37	27	64

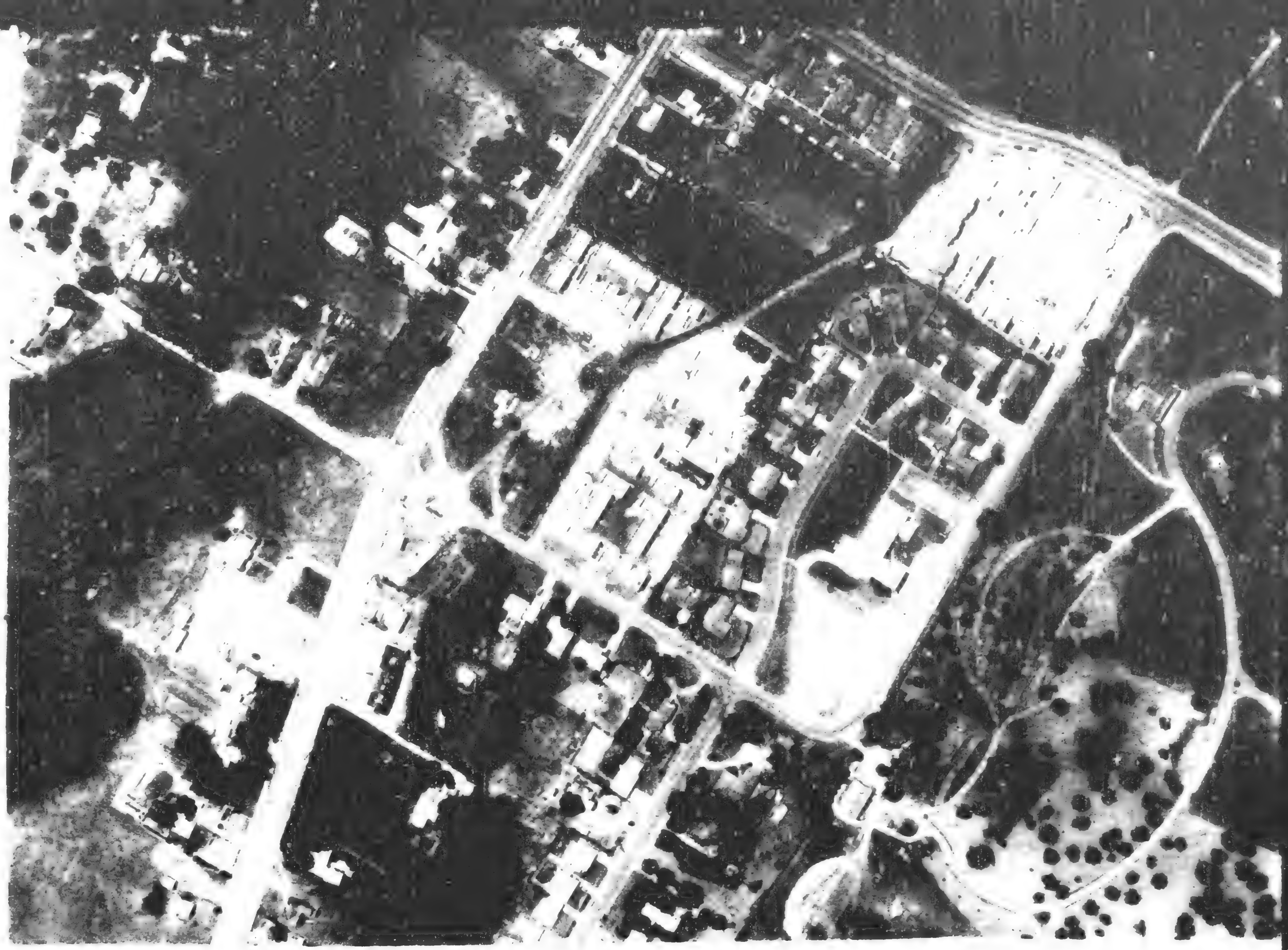
Form E-261-6-70

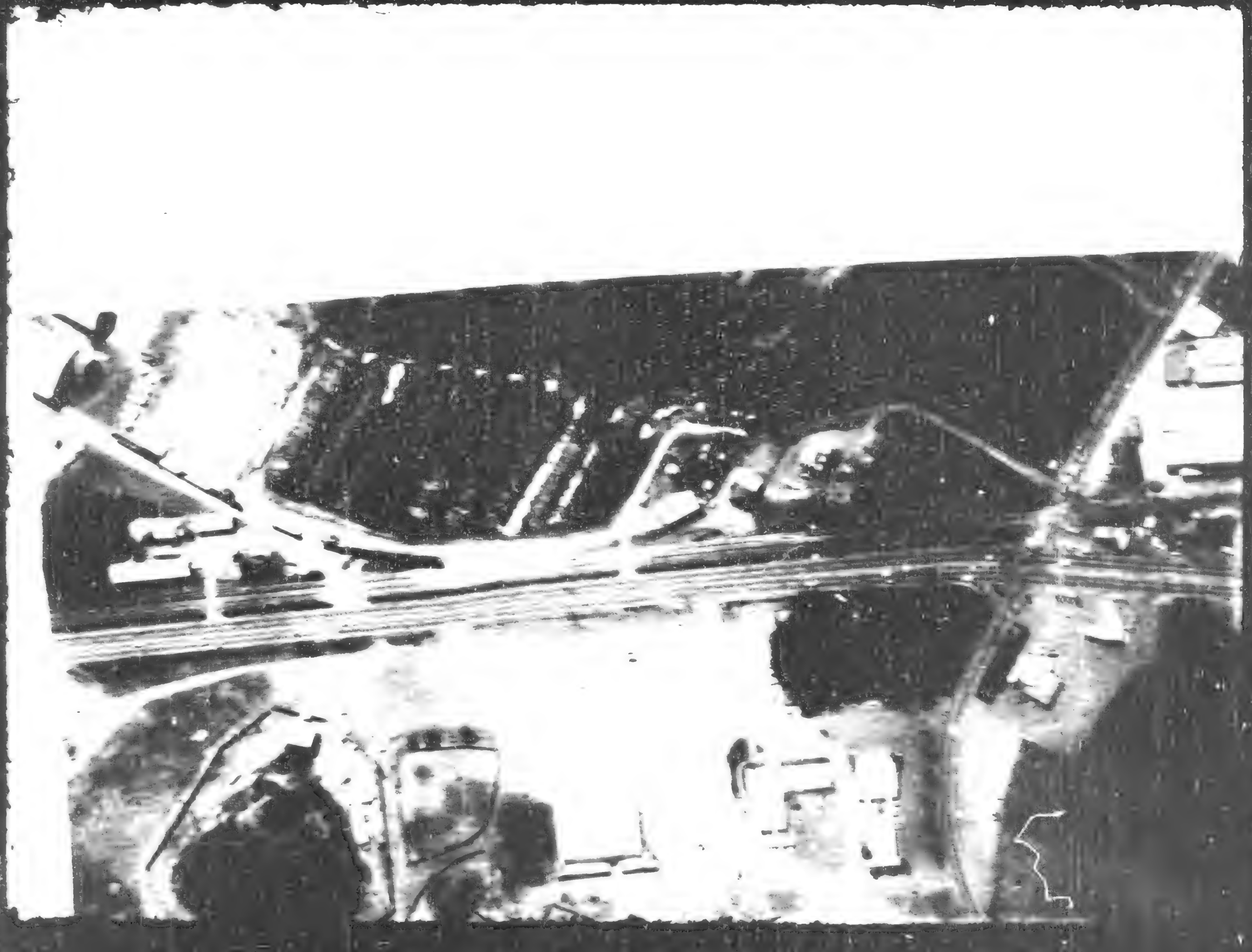
Baseline Rd
Hwy # 3 - Riverside Ave.
Intr. Stewart Ave - I5 Conn.
1-1-72 - 12-31-76
6/28/76

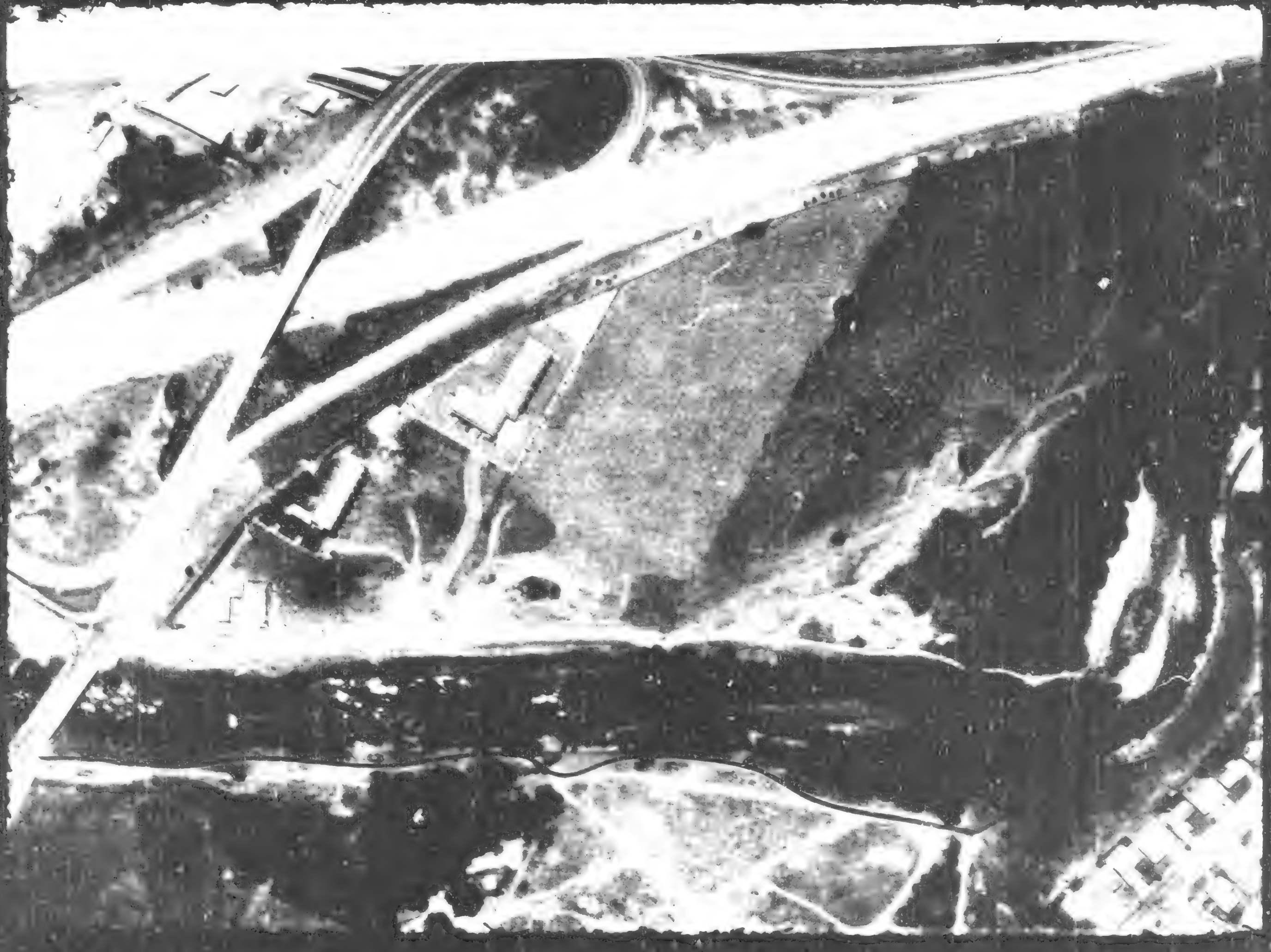


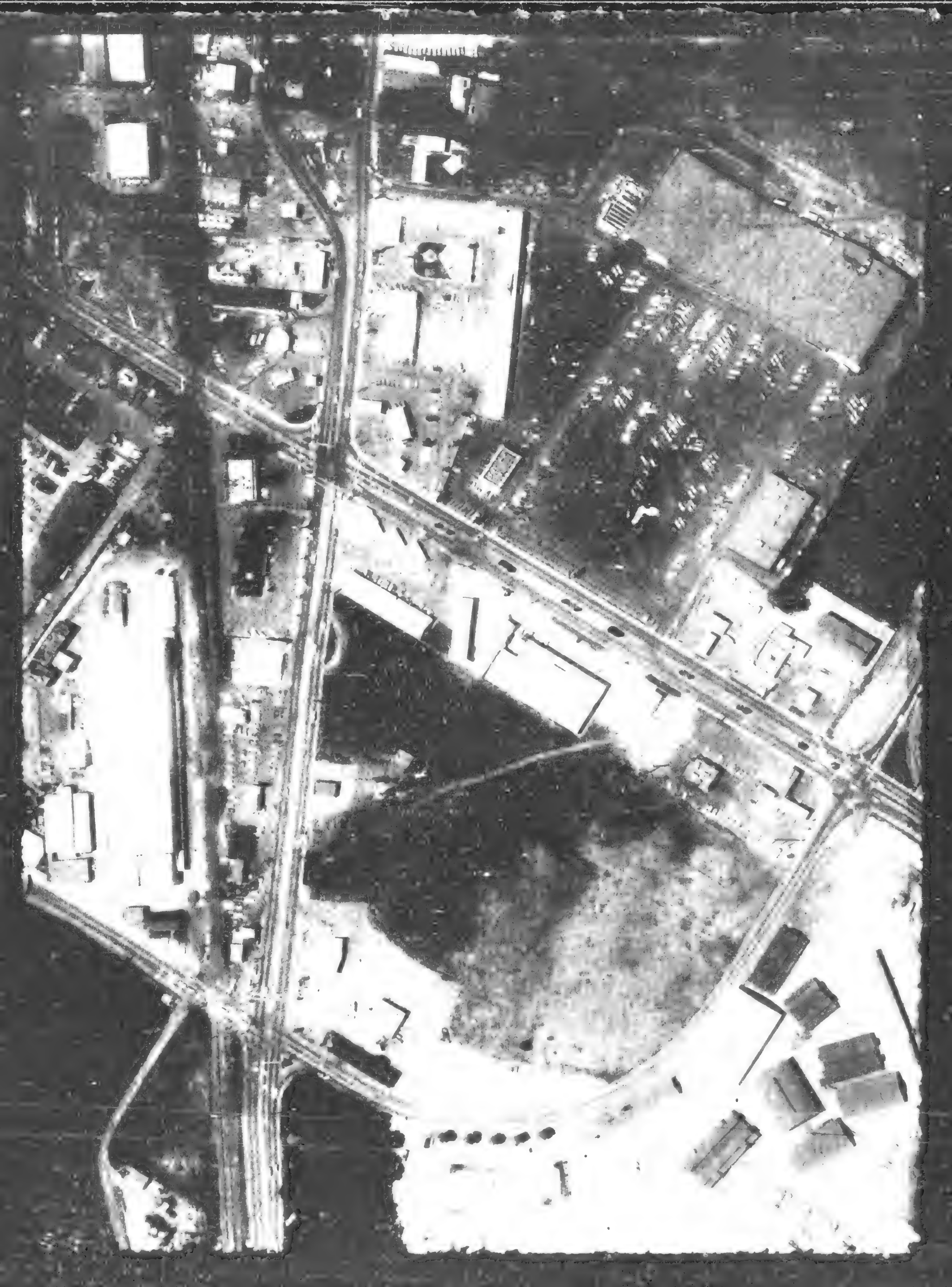
Fairfield
Loc. # 3 - Riverside Ave
Inst. Stewart Ave - I5 Conn
12-31-76
6 28 hrs

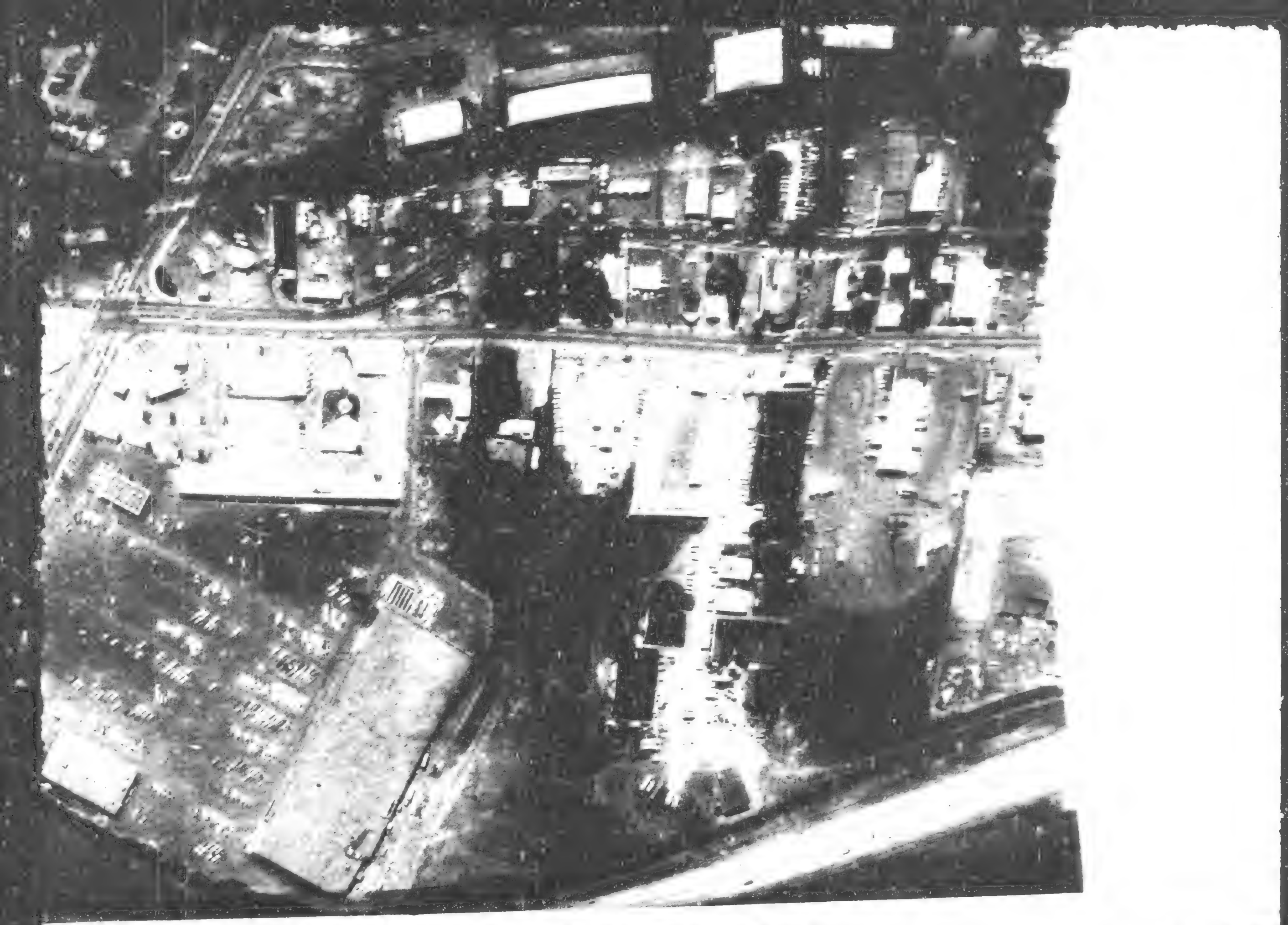












Medford (Hancock)

bc R. A. Burco

F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Frank Terpin
L. E. George
Alfred Shirley, Jr.
R. P. Hamilton

June 24, 1977

The Honorable Lenn L. Hannon
State Senator
S-302 State Capitol
Salem, OR 97310

Dear Senator Hannon:

In response to the items and questions brought up in Mrs. Strand's June 11 letter to you, certainly it is possible for the design of Highway 66 in Ashland to include landscaped medians, but it is not a design we can recommend. The basic reason is the safety of the facility.

The 1975 accident rate on that part of Siskiyou Boulevard where islands are used for separation of traffic was 5.07 accidents per million vehicle miles. While the accident rate for the section of the Green Springs that has a continuous left-turn median lane was only 2.32 accidents per vehicle miles. The islands or lack thereof are probably not the only reason for the different accident rates mentioned earlier, but certainly must be a major factor.

Dividers in the median of freeways are installed to deter head-on accidents between opposing lanes of traffic and to prohibit vehicles making left turns. I am attaching an interoffice memo about the review of the City of Ashland's proposal for raised, landscaped islands and would be happy to visit with you about the alternate designs that I have seen.

The other two letters to you from Mrs. Strand about the assessment of agricultural land and SB 846 I believe were sent to me by mistake.

Sincerely,

H. S. Coulter
State Highway Engineer

Att.

HOME ADDRESS
LENN L. HANNON
431 LIT WAY
ASHLAND, OREGON 97520

JACKSON, KLAMATH COUNTIES
DISTRICT 28

COMMITTEES
MEMBER:
WAYS AND MEANS
SUBCOMMITTEE #1
(VICE CHAIRMAN)
SUBCOMMITTEE #4
STATE SALARIES
SUBCOMMITTEE
HUMAN RESOURCES
LABOR, CONSUMER AND
BUSINESS AFFAIRS

OREGON STATE SENATE
SALEM, OREGON
97310

5-302
8839

June 21, 1977

Mr. H.S. Coulter
State Highway Engineer
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Can you respond to this letter (back to me). I would like to know if it is possible for the design of Highway 66 in Ashland from Park Street to Siskiyou Boulevard to include landscaped medians, as was done on Siskiyou boulevard itself.

Thanking you in advance.

Sincerely,

Lenn L. Hannon

LLH/dh

Lenn -
Possible - yes. -
Recommend - No. -
Dividers in median of freeways are partially to prohibit left turns. - There is almost a continuous need for left turns along this section. - We list safety as reason for not using islands like these on Siskiyou Blvd. — The 1975 accident rate for the section of Siskiyou with the islands was 5.07 accidents per million vehicle miles while for the section of the Green Springs with the continuous left turn lane was only 2.32 accidents per million vehicle miles. - The islands or lack of are presently not the reason for the lower rate but a factor I intend to have studied on an April 25 other trip to see if we can

RECEIVED
STATE HWY ENGR
JUN 23 '77
REFER TO
FOR

June 11, 1977

Dear Henn

Re: Center strip on proposed widening of #66 between Park + #99

Can't anything be done to prevent the Highway dept. from doing the same kind job on #66 as they did from I5 to Park? They give safety + money as their reasons. If safety is valid why are physical dividers erected on freeways?

Sisbujol Blvd with its center area giving left turn places and a divider, as well as visual attractiveness is far superior to the Buick

5 lane carriers already completed.

Thanks,

Jean Strand

P.S. I use 8ft sheets!

June 11, 1977

Dear Senn

Re SB 846 - No

This bill weakens county planning committee and undermines progress made with SB 70.

Guess things are pretty hectic.

Thanks.

Jean

Mrs. Carl P. Strand
1070 Terra Ave.
Ashland, OR. 97520

orig letters returned to Sen. Hannon.

June 11, 1977

Dear Sirs

Re - Assessment of agricultural land

I hear the county assessors are trying to change assessment practices in assessing agricultural land. I believe it is to the advantage of all tax payers for people holding land for agricultural purposes not be taxed so that they can't afford to keep the land undeveloped. Our green belts are important whether parks or plants.

Jean

Carl P. Strand
1070 Terra Ave.
Ashland, OR. 97520

City council unhappy with highway plan

"It was extremely short-sighted on the part of the engineers. They're overlooking other values important to Ashland."

Ashland City Councilman Don Laws put it that way Tuesday night in expressing the general disappointment of the council in the State Highway Division's rejection of the city's proposed landscaped median islands to be included in a major widening of Highway 66.

Laws and Mayor Gary Prickett complained that state engineers didn't give Ashland's proposal a decent consideration before striking it from their widening plans. Prickett asked City Administrator Brian Almquist to "express our disappointment" in the decision to the state and to see if the state would reconsider. Almquist also was to check on a city-proposed new traffic signal at 66 and Walker Avenue as part of the project.

The state has stood firm on its plans to widen 66 from Siskiyou Boulevard to Park Street with the same design as the widened portion over the viaduct and to the freeway, with a center turning lane.

The traffic commission and council had asked instead for construction of landscaped median islands with spaces provided for turning vehicles.

Laws said he was more than just disappointed. He said if the city can offer more help to put the project through it should do so because the road is a main highway leading into the city.

"If that doesn't do any good we should postpone the entire project if we have to put in something that is basically ugly," he added. He said the beauty of the highway route into Ashland is "crucial" to the business health and attractiveness of the community.

The state engineers said they rejected the project because it would be an unsafe design and because of added costs.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 16, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Study Report
Project No. FF-15(-)
Siskiyou Blvd.-Park St. Sec.
Green Springs Highway
Jackson County

Attached for your information is a copy of the study report for the subject project to aid you in your consultation with the Oregon State Highway Division during preparation of the final Negative Declaration.

Included with the study report are the following documents:

TOPIC	NO. OF COPIES
Public Hearing Transcript	1
Hearing Map	1
Traffic Report	1
Public Hearing Documentation	1
Relocation Report	1
Plan	1
Profile	1
Typical Sections	1

Upon FHWA's adoption of the final negative declaration we request for Project No. FF-166(4) your authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $9,000 with obligation of $7,037 in federal funds.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JLG:ljt
Att.

cc: H. S. Coulter
F. E. Terpin
Gary Potter
J. H. Versteeg
W. J. Hart
A. Shirley, Jr., Reg. 3
W. Wakerlig

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

May 3, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Siskiyou Blvd-Park St. Section
Green Springs Highway
Jackson County

TO: Alfred Shirley, Jr.
Regional Engineer

NOTED
E. S. HUNTER

The attached letter from L. E. George was in response to a request that he review the City of Ashland's proposal for median islands on the subject section.

The problem of what course of action to follow was discussed with Mr. E. S. Hunter, Deputy State Highway Engineer, and he concurs that the hearing study report should be drafted recommending that the median island be deleted from the design for the reasons of safety and capacity as outlined in Mr. George's letter.

Attachment

FET:mc

cc E. S. Hunter
L. E. George
Gary A. Potter
W. N. Hackleman

RECEIVED
STATE HWY ENGR
MAY 4 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9006

21

OREGON STATE HIGHWAY DIVISION

1019 N. Riverside Ave., Rm. #9, Medford, OR 97501, Phone 776-6028

February 23, 1977

1 Versteeg
Olson
Pedersen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 0 4 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Subj. Siskiyou Blvd. - Park St. Section
Green Springs Highway
Jackson County

Dear Mr. Alsing:

This letter will confirm our discussion regarding the planted median decision by your Traffic Commission on the above Subject Section.

We will need a letter from the City of Ashland addressing the median planting as soon as the Council has made their decision.

I would appreciate it if the letter came through my office.

Sincerely,

Earl C. Purdy
Resident Engineer

CC J. X. Wilson

2-25-77
CC: J.H. Versteeg

E-123

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

SISKIYOU BLVD-PARK ST.
HWY 21
REQUEST FOR SCHOOL XING,
MEDIANS, & TRAFF SIGNAL
@ WALKER ELEMENTARY &
ASHLAND JR HI

August 10, 1976

Mr. Brian L. Almquist
City Administrator
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Almquist:

We appreciate receiving your recommendations concerning the proposed Siskiyou Boulevard-Park Street section of the Green Springs Highway in Ashland. By copy of this letter I am requesting our Region Engineer or one of his representatives to contact you and review these recommendations.

Very truly yours,

G. N. Hopkins
Local Government Program Engineer

GNH/RHP:sch

cc w/att: A. Shirley, Region 3 Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 1? 1976
ENGR. COOR. OE AE UE
UPE CE RE RPE

79 Priority Prim Proj as of 12/20/77
'75 Priority Prim (1.5 mi)

GARY L. PRICKETT — Mayor
GERALD R. ALLEN — Councilman
CRAIG E. HOFFARTH — Councilman
DONALD LAWS — Councilman
ROLAND McCANNON — Councilman
MARGARET E. McDOWELL — Councilwoman
JAMES M. RAGLAND — Councilman
BRIAN L. ALMQUIST — City Administrator

CITY OF ASHLAND CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

August 6, 1976

Project Management Section
Oregon State Highway Division
207 Highway Building
Salem, Or., 97310

Re: Greensprings Highway No. 2
(Park-Siskiyou Section)

Gentlemen:

The Ashland City Council at its meeting on August 3, 1976 considered a recommendation from the Ashland Traffic Safety Commission and School District No. 5, that landscaped median islands be provided on the Park Street-Siskiyou Blvd., section of Hwy 66, which is proposed to be widened in 1977. Copies of these recommendations are attached.

In addition, the Council requested that consideration be given to the installation of a traffic signal at Walker and Hwy. 66 in order to facilitate traffic flow, and the crossing of the large number of school children attending Walker Elementary and Ashland Junior High Schools.

In concurring with these recommendations, the Council has requested that a meeting with State Highway officials be arranged at the earliest date possible in order to review these recommendations. Please contact me at 482-3211, ext. 37 in order that we can establish a mutually convenient time.

Sincerely,

Brian L. Almquist
City Administrator

BLA:ih

Project Status Report #

'76 Priority Proj. Proj.

PROJECT MANAGEMENT
AUG -9 '76
DIRECTED
Info
Investigate
Prepare
Action
File
Letter
See me

BOARD OF DIRECTORS
W. H. HOFFBUHR, Chairman
CAROL D. ANDERSON
NAN McDANIEL
JAY CHAPPELLE
ADRIEN BARATS

ASHLAND PUBLIC SCHOOLS

SCHOOL DISTRICT No. 5, JACKSON COUNTY
Administration Building
885 SISKIYOU BOULEVARD
ASHLAND, OREGON 97520
(503) 482-2811

STANLEY C. JOBE
Superintendent
WILLIAM E. MOORE
Assistant Superintendent
LOREN R. LUMAN
Business Manager—Deputy Clerk

July 28, 1976

Mayor and Council
City of Ashland
Ashland, Oregon 97520

Dear Mayor and Council:

The School Board of School District #5 is interested in the proposed development of the Siskiyou Boulevard - Park Street section of the Green Springs Highway (ORE 66) from the standpoint of school children crossing the highway to Walker Elementary and Ashland Junior High Schools.

It is the feeling of the Board, Administration and parents in the area that a raised median should be installed for the protection of children who get caught crossing the 70 foot highway width.

If you have meetings on this matter in the future, or have necessity to meet with the State Highway officials, we would appreciate being involved in that the Board wants to make its views known and lend support to the plan whenever possible.

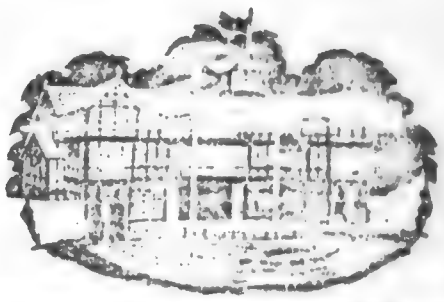
Thank you for all considerations.

Very truly yours,

Stan Jobe

STANLEY C. JOBE
Superintendent

SCJ/sdk



Memorandum

July 27, 1976

To: Brian L. Almquist, City Administrator

From: Allen A. Alsing, Director of Public Works aa

Subject: Recommendations from the Ashland Traffic Commission

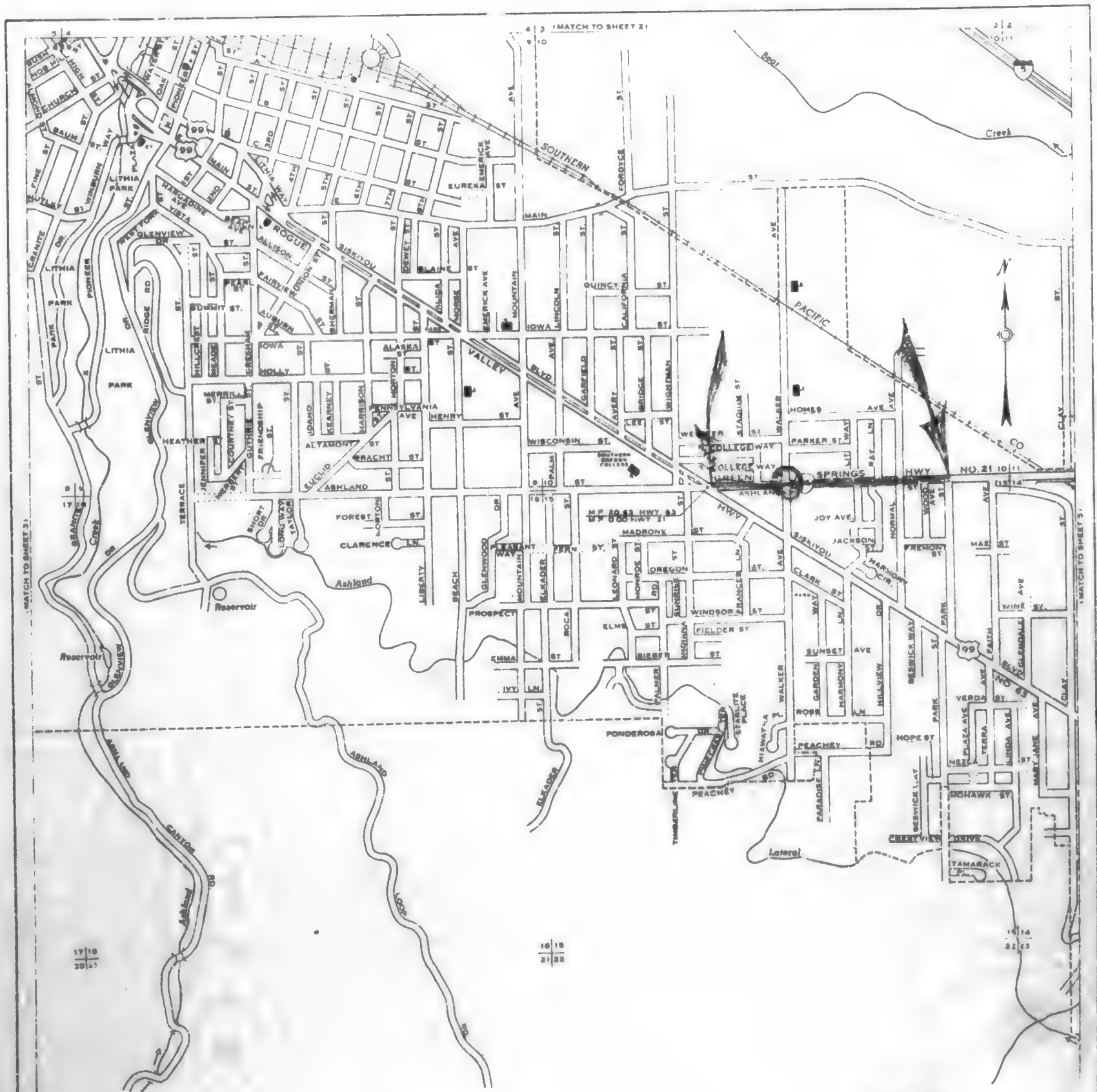
1. ADVANCE RAILROAD GRADE CROSSING SIGNING

The Traffic Commission, at their last regular meeting, voted to recommend that the Council enter into an agreement with the State Highway Division to bring all advance railroad grade crossing signing into conformance with the new signing code.

Funding for this project is available under Section 230 of Title II, Highway Safety Act of 1973, and all costs except maintenance will be borne by the Federal Government, State Grade Crossing Protection Fund and the Highway Division. If the Council agrees, it will be necessary for the Mayor and Recorder to be authorized to sign the agreement (3 copies).

2. LANDSCAPING OF CENTER ISLANDS ON GREENSPRINGS HIGHWAY

The Traffic Commission also recommended that the City Council meet with the Oregon State Highway Division concerning the possibility of constructing landscaped center islands in the proposed Greensprings Highway improvement project.


(MATCH TO SHEET 21)
SOUTHERN PACIFIC R.R. CO.
Reservoir
Creek
Lateral
ASHLAND
LOOP RD.
CANYON
PONDEROSA
PEACHEY
TAMARACK
SPRINGS
HWY. NO. 21
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.
ASHLAND
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 11,800
Scale in Feet
Revised December 1965
SHEET ARRANGEMENT
SHEET 4 OF 5 SHEETS

21

9006

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 22, 1976

FROM: Frank E. Terpin
Location Engineer

TO: Alfred Shirley
Regional Engineer

SUBJECT: Siskiyou Blvd-Park Street Section
Green Springs Highway
Jackson County

After reading the adverse comments relative to sidewalk/bikeways contained in the transcript of the hearing concerning the subject project, I discussed the desirability of sidewalk/bikeways with members of the Advisory Committee on Bicycles. The committee is generally not in favor of this combined use.

Preliminary Design was solicited and a typical section consisting of four 11-foot travel lanes, a 14-foot median and two 6-foot bikeways was suggested for the 70 feet between curbs. This section would only affect the striping plan.

Would you please review this section and give us your comments.

DES:mc

cc J. H. Versteeg

REFERRED TO

Board, Reed, Cole, Sample, Eriksen, Watson, Heger, Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 22 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

9006 21

GREENSPRINGS HIGHWAY
Ashland

STATUS:

Park St.-I-5 Constructed 4-lanes and left turn. Merle Anderson has landscape plan for this section---juniper planted on structure slopes.

Siskiyou Blvd.-Park St. Hearing held June 3. Negative says a few trees will be removed. City is to control number of accesses. Painted left turn needed for amount of left turns. Other designs already hashed out with City years ago. The job is presently in Location Section.

COMMENTS:

If the City wishes to eliminate some accesses we can revise accordingly.
If there is room to plant trees in the right of way, I presume we will do so on a R.I. job.
A planted raised median is not consistent with this type of area. Left turns need to be made at the numerous approaches.
Whether or not utilities go underground when relocated is up to the individual companies.
Negative declaration is attached and describes the present plan as adequate, etc., and we should stick with it.

DNS:az

Verstegg ✓
Olson
Christensen
Scott
Swanson
Savage
Trout

RECEIVED
JUN 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive: Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

9006

GERALD R. ALLEN Councilman
CRAIG E. HOFFARTH Councilman
DONALD LAWS Councilman
ROLAND McCANNON Councilman
MARGARET E. McDOWELL Councilwoman
JAMES M. RAGLAND Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

June 9, 1976

R. L. Schroeder
Project Management Section
Oregon State Highway Division
207 Highway Building
Salem, OR 97310

RE: Greensprings Highway widening

Dear Mr. Schroeder:

Thank you for your efforts in setting up public hearing time for the proposed Highway 66 widening. I was able to copy the map of the area, and to walk the project area. There is some information that was on the colored map but not on the mylar (such as proposed driveways and ramp lengths). Perhaps you could send us the information at a later time.

It should be understood that comments and concerns about the design of the project are not critisisms of the need for the widening. With four lanes on part of Highway 66, and four lanes on Highway 99, this area is a bottleneck in design and actual traffic flow. Continued residential and commercial construction, as well as increase use of recreational areas, will mean Highway 66 will become more congested. This will also place more traffic onto Siskiyou Boulevard, a major street still lined with quality residential homes. For these and basic safety reasons the City feels this project should be started as soon as possible.

The Planning Department feels the traffic problems can be alleviated while maintaining and improving the visual and commercial quality of the area. Because the economy is partially dependent on tourism, the quality of major entranceways (like Highway 66) is very important to the community. (Highway 66 gives a lasting impression on driving toward the City because of the view from the top of the railroad overpass.) The importance of scenic arterials is emphasized in the proposed comprehensive plan. The Planning Department feels that the reduction of cross traffic areas (improving traffic flow) and better utilization of property adjacent to 66 will also aid the overall appearance of the area. In order to better illustrate our concerns we will address specific matters, and also make suggestions on those concerns.

Original
To Kulien
TAA
6-11-76

RECEIVED
JUN 11 1976

The number and types of driveways has a direct affect on traffic flows and capacities at any level of service. This is true even with a center left turn lane because the number of turning points adds to street congestion. The number of driveways also affects safety, as every driveway-sidewalk intersection represents a potential hazard area. There is already a large number of cyclists traveling HW 66 to recreational areas and this will continue to increase. Numerous driveways decrease the efficient use of properties for parking, and also detract from the appearance of an area. (More driveways mean less room for street trees, etc.)

For these reasons it would seem pertinent to have plans for joint use of driveways and mutual driveway-parking plans. Because driveways affect safety and traffic flow, and because the State Government (and Federal Government) have been the primary advocates of limited access roads, the State should certainly be concerned about street access. The Planning Department would propose a joint City-State-property owner effort to plan a limited number of driveways.

Street trees on streets have a tremendous affect on the visual impression of the passing motorist. Although Highway 66 is not often noted for its scenic qualities, the existing trees from the railroad tracks to Siskiyou Boulevard give this area a different character than the mostly treeless area from the tracks to I-5. The proposed widening project would remove 45 trees, which represents a large majority of existing species. This elimination of existing vegetation would cause a tremendous negative impact on view, not to mention secondary affects of dust reduction, cooling, etc. There are some basic questions that do not seem to be answered at the present time. Will all removed trees be replaced? If so, what types will be planted? Will they be irrigated, and where will they be placed? Can they be spread out along the street? If they are not to be replaced is not this a large environmental impact which should be analyzed?

We think that a street tree replacement plan should be worked out by the State and the City, showing location, type, irrigation, etc. Such a plan would also have cost estimates, and perhaps the City could provide additional trees in some sections.

When street access is limited, and there is a great concern for the visual environment, it is apparent that landscape islands should at least be considered. They do provide better turning control and appearance, but should be reviewed for construction and maintenance costs. Also, it might be helpful to explain the street-sidewalk design. It is safer, and often more attractive, for the sidewalk to be separated from the street. Why are different designs not possible in some areas? Perhaps some elaboration

could be given as to this particular design. Other areas of street improvements include utility undergrounding and street lighting. It seems now is the time to explore and estimate costs for such improvements.

Because I have commented on so many points I will attempt to capsulize parts of this letter. We feel the project is greatly needed but the design will have a tremendous affect on Ashland and that particular neighborhood. A good design should provide for access ways (driveways) only where they are absolutely required. The design should also include street trees and provisions to insure the continuation of those trees. (Protection from vehicles, possible irrigation systems, etc.) Various other alternatives in design should be considered (such as center islands and separated sidewalks), and reasons shown for the design picked. I would hope that lighting systems and utility undergrounding would also be reviewed during the design phase. The City is interested in working with the State in design efforts to insure the project results in a positive addition to Ashland.

I hope you will take the time to respond to some of the questions raised, and to keep us informed of all developments. I will be taking some pictures in the next month to emphasize these points, and will send you copies.

Sincerely,

Karl H. Mawson

Karl H. Mawson
City Planner

KHM/em

9006

June 9, 1976

The Honorable Gary L. Prickett
Mayor of Ashland
City Hall
Ashland, OR 97520

Dear Mayor Prickett:

Thank you for your June 4 letter urging the Transportation Commission to continue to rate the Park Street-Siskiyou Boulevard project on the Green Springs Highway as top priority in District 8.

I'm sure that the Commission recognizes the long-standing local commitment to the residents of the City of Ashland for improvement of this section of the Green Springs Highway and in the preparation of the new Six-Year Program, this commitment will certainly be taken into consideration.

Very truly yours,

H. S. Coulter
State Highway Engineer

cc Senator Lenn Hannon
Representative Cleatis Mitchell
Rogue Valley Council of Governments

J.B.K.

bc E. S. Hunter
L. W. Rufien (enc.)
A. Shirley

ESH:ja

CON 21-
Green
Springs

June 9, 1976

SUGGESTED REPLY FOR MR. BURCO'S CONSIDERATION

The Honorable Lenn L. Hannon
State Senator
431 Lit Hwy
Ashland, Oregon 97520

Dear Senator Hannon:

Glenn Jackson has asked me to respond to your June 7 letter concerning the widening of the Greensprings Highway (ORE66).

I understand that Fred Klaboe, Chief of Operations, has already replied to a similar letter from you. I would like to add my assurances that the Transportation Commission will give careful consideration to this project when finalizing the Six-Year Construction Program.

Sincerely,

Robert A. Burco
Director of Transportation

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. W. Rutten
Alfred Shirley, Jr.

FBK:srb

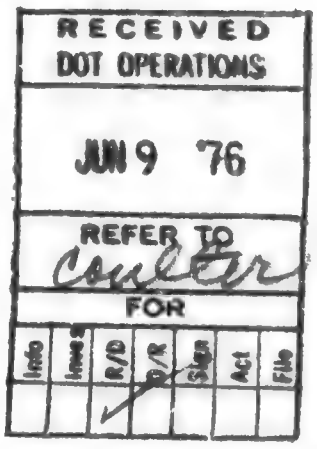
HOME ADDRESS
LENN L. HANNON
481 LIT WAY
ASHLAND, OREGON 97520

JACKSON, KLAMATH COUNTIES
DISTRICT 26

COMMITTEES
VICE CHAIRMAN:
LABOR
MEMBER:
AGRICULTURE AND
NATURAL RESOURCES
HUMAN RESOURCES

OREGON STATE SENATE
SALEM, OREGON
97310

June 7, 1976



Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

RE: Greensprings Highway (ORE 66)
Widening Project

Attention: Mr. Fred B. Klaboe
Administrator of Highways

Dear Mr. Klaboe:

I am writing this letter to give my support, most strongly, for the widening of Highway 66 from Park Street to Siskiyou Blvd.

In my attendance at the public hearing on June 3, 1976 at the council chambers in Ashland, I was very disturbed to find out that different groups of people are attempting to divert these funds to other projects in their area. I want you and the Commission to know that I am totally opposed to any such action on their part or the Highway Commission.

This project began in 1965 and again with appearance before the Highway Commission in 1972, by a delegation from Ashland, urging the Commission to secure the early completion of this project. The Rogue Valley Council of Governments has also went on record in support of this project. These recommendations were subsequently made part of the Six year plan of the Highway Division.

This project must be completed as soon as possible in order to relieve a most serious traffic problem that now exists.

I strongly urge you and the Commission to continue to rate this project as top priority in District 8, and to reject any efforts by pressure groups to divert funds to other projects and thereby abandon this long standing committment to the citizens of Ashland.

Sincerely,

Lenn L. Hannon

Lenn L. Hannon

cc: Ashland City Hall

ey Bud Dudley

GARY L. PRICKETT Mayor
GERALD R. ALLEN Councilman
CRAIG E. HOFFARTH Councilman
DONALD LAWS Councilman
ROLAND McCANNON Councilman
MARGARET E. McDOWELL Councilwoman
JAMES M. RAGLAND Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
Telephone (503) 482-3211

RECEIVED
STATE HWY ENGR
JUN 7 '76
REFER TO
Hunter
FOR
Linto | Jones | R/D | D/R | Gen | Act | File

June 4, 1976

Oregon State Highway Commission
Highway Building
Salem, OR 97310

RE: Greensprings Highway (ORE 66)
Widening Project

Attention: Mr. Fred B. Klaboe
Administrator of Highways

Dear Mr. Klaboe:

The City of Ashland once again wishes to enter its strong support for the widening of Highway 66 from Park Street to Siskiyou Blvd. Our correspondence on this matter goes back into early 1965, culminating with a personal appearance before the Highway Commission on January 11, 1972, by a delegation from Ashland urging the Commission to secure the early completion of this project. Those appearing before the Commission included Mayor Charles H. McKeen, S.O.S.C. President James K. Scurs, Mr. Robert O'Harra of the Chamber of Commerce and the City Administrator.

At that time, petitions were officially presented containing over 1,100 signatures, urging the Highway Commission to complete this vital project at the earliest possible date. Copies of those petitions are attached hereto.

The Rogue Valley Council of Governments at its meeting on March 25, 1974, adopted the revised Highways Priorities List in consultation with Mr. H. S. Cox, D. N. Harwell, and George Thornton of the Highway Division. This priority listing placed this project as number 5 in District 8 (copy attached). These recommendations were subsequently incorporated into the Six-Year plan of the Highway Division.

We have been advised that there is discussion by other groups about attempting to divert these funds to other projects, and we wish to go on record as being unalterably opposed to any such move.

cy ltr only - Rubin
6-9-76

This project has been in the planning stages for over 10 years; has been unanimously endorsed by the local Council of Governments; has the wide support of local residents, the administrators of Southern Oregon State College, the Chamber of Commerce; and has been continuously identified as Ashland's No. 1 highway safety and traffic improvement need in all studies completed over the past 10 years (TOPICS, Bear Creek Area Transportation Study, RVCOG Highway Advisory Committee, Ashland Traffic Safety Committee, Oregon State Highway Division 6 year Construction Program, etc.).

This project must be completed as soon as possible in order to relieve a serious bottleneck and to allow for reasonable traffic flow through a growing business district as well as providing access for students commuting to Southern Oregon State College.

We urge the Commission to continue to rate this project as top priority in District 8, and to reject any efforts by pressure groups to divert funds to other projects and thereby abandon its long-standing committment to the residents of the City of Ashland.

Sincerely,

Gary L. Prickett
Mayor

GLP/em

cc: Senator Lenn Hannon
Representative Cleatis Mitchell
Rogue Valley Council of Governments

May 86. Warning
File

rogue valley council of governments

33 N. Central, Room 310
Medford, Oregon 97501
Phone: 779-7555

MEMORANDUM

TO: All COG Representatives

FROM: Charlotte Abernathy, Executive Director

DATE: March 14, 1974

SUBJECT: Revised Highway Priorities List

At the COG Board meeting February 25, we voted to accept the highway advisory committee's recommendations for priorities for the use of highway bond funds. However, the recommendations actually only prioritized three projects. The other fifteen were listed without regard for priority. Since then we have been requested to rank all the projects.

On March 6, the highway advisory committee (Jack Hoffbuhr, Darrell Davis, Robert O'Harra, Lt. Phillips, and Lt. Cole) met with three members of the Oregon State Highway Division (H. S. Cox, D. N. Harrell, George Thornton) and completed the ranking of the projects. Their recommended list is attached. Please consider it carefully and be ready to vote on it at the regular Board meeting on March 25.

CA:dv

DISTRICT #8 - $9,510,000

COG Priority	*Est Let	Hwy No.	Highway	Section	Work	Amount
1	75	25	Redwood	Hayes Hill - Calif. St. Line	Widen Shoulder	$3,000,000
2	74	63	Rogue Valley	Rogue Vy. Hwy & Valley View Rd	Grading, Paving, Signals	28,000
3	74	272	Jacksonville	Poorman Creek Bridge	Grading, Paving, Structure	120,000
4	74	272	Jacksonville	Williams Creek - Provolt	Grading, Paving, Structure	1,000,000
5	74	21	Green Springs	Siskiyou Blvd - Park St (Ashland)	Grading, Paving	500,000
6	74	22	Crater Lake	Crater Lake Hwy & Linn Road	Signals - Chann.	100,000
7	74	22	Crater Lake	Crater Lake Hwy & Lake of the Woods Highway	Signals	3,400
8	74	260	Rogue River	Rogue River (Robertson) Bridge	Grading, Paving, Structure	690,000
9	75	22	Crater Lake	Medford - Reese Creek	Passing Bays	1,000,000
10	74	63	Rogue Valley	Rogue Vy. Hwy & Fern Vy. Rd. (Phoenix)	Signals	30,000
11	77	272	Jacksonville	New Hope Rd - Golf Course Rd.	Grading, Paving, Structure	1,050,000
12	77	272	Jacksonville	Gold Course Rd - Williams Cr.	Widening & alignment change	1,000,000
13	78	60	Rogue River	Redwood Interchange - Mt. Baldy	Grading, Paving, 4-lane	1,000,000
14	78	272	Jacksonville	Jacksonville Bypass	Grading, Paving, Structure	2,500,000
15	75	22	Crater Lake	Crater Lake Highway & Other Hwys	Signals	1,000,000

*Estimated Contract Let

June 8, 1976

Mr. Allen A. Aising
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Aising:

Your June 3 letter requesting a re-evaluation of the bicycle ramp design on the Green Springs Highway project between Siskiyou Boulevard and Park Street will be entered into the public hearing record.

Your suggestion appears appropriate and will be considered in the design of the proposed project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bc H. S. Coulter
Frank Terpin (enc.)
J. H. Versteeg "
A. Shirley "
Cecil Head "

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

RECEIVED
STATE HWY ENGR
JUN 7'76
REFER TO
Hurata
FOR
GE | MAINT | R/D | D/R | BRS | TR | ENG

June 3, 1976

Mr. Fred B. Klaboe
Administrator of Highways
Oregon State Highwat Division
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

The City of Ashland would like the contents of this letter entered into the record of public hearing concerning the future widening project on Greensprings Highway between Siskiyou Boulevard and Park Street, Ashland, Oregon.

The proposal as presented includes a combination sidewalk and bike path on both sides as a continuation of the existing facilities between Park Street and I-5. The existing ramps at intersections for bikes and the handicapped are as shown on the attached sketch. Such a location would nicely serve sidewalks which are not also bike paths but do not adequately serve the bike riders needs, and are actually hazardous for those riders not familiar with the offset from the normal bike line of travel.

This letter is a request to re-evaluate the ramp design on the proposed project to better serve the bike riders interest.

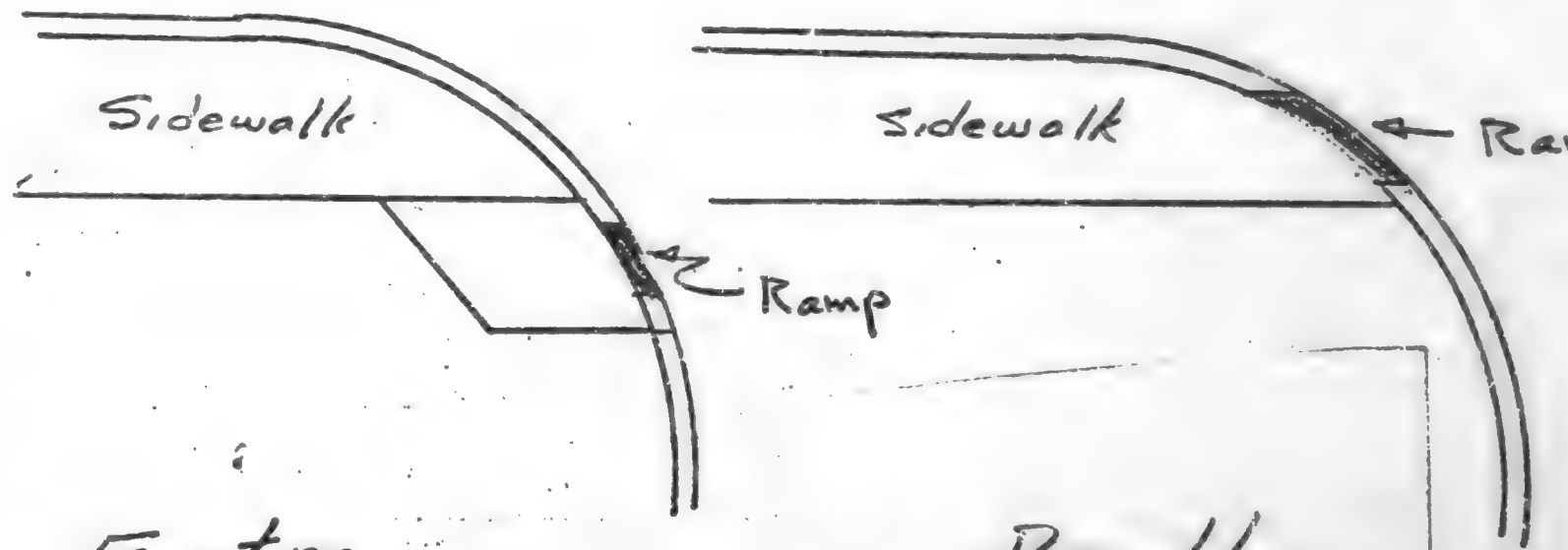
Sincerely,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

A3/em

RECEIVED
JUN 7 '76
REFER TO
Coulter
FOR
GE | MAINT | R/D | D/R | BRS | TR | ENG



Existing

Possible Alternative

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: April 6, 1976

In reply refer to: 1041EC

SUBJECT: Draft Negative Declaration
Oregon Project FF-166(4)
Siskiyou Blvd.-Park St.
Jackson County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a copy of the subject negative declaration concurred in by this office April 5, 1976. The original has been forwarded to Mr. Gary Potter in the Environmental Section.

G. L. Green

Attachment

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
Quinn w/attachment
FOR
Cy Schneider

Info	Inves	R/D	D/R	Sign	Act	File

March 1, 1976

Councilman James Ragland
Bikeway Committee Chairman
City Hall
Ashland, OR 97520

Dear Councilman Ragland:

Your letter regarding bikeway construction on the proposed Siskiyou Boulevard to Park Street project on the Green Springs Highway has been forwarded to me for further reply.

A preliminary design incorporating bikeways on the north and south sides identical to those existing on the adjoining Park Street to Interstate 5 segment will be presented at a public hearing in Ashland. The hearing will be conducted by the Highway Division and is tentatively scheduled to be held in April.

Thank you for your interest in bikeway matters.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. Glenn L. Jackson
Chairman, Oregon
Transportation Commission

bc F. B. Klaboe
Frank Terpin
L. W. Pullen (enc.)

WHW:jp ja

Fred Klaber
1/27

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

February 12, 1976

Councilman James Ragland
Bikeway Committee Chairman
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Councilman Ragland:

I have placed your communication on the bikeway situation at Ashland in the mill to see what can be done.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:ejk

RECEIVED
STATE H'WY ENGR
FEB 17 '76
REFER TO
Hunter
FOR
Info | Inves | R/D | R/R | Sign | Act | File

REFERRED TO
By Location Engineer

RECEIVED
FEB 18 1976
LOCATION
SECTION

CITY OF ASHLAND

GARY L. PRICKETT — Mayor
GERALD R. ALLEN — Councilman
CRAIG E. HOFFARTH — Councilman
DONALD LAWS — Councilman
ROLAND McCANNON — Councilman
MARGARET E. McDOWELL — Councilwoman
JAMES M. RAGLAND — Councilman
BRIAN L. ALMQUIST — City Administrator

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

January 30, 1976

Mr. Glen L. Jackson, Chairman
State Highway Commission
920 SW Sixth
Portland, OR 97204

Dear Mr. Jackson:

It is our understanding that planning is continuing under the Highway Division Six Year Implementation Program toward the improvement of Highway 21, Green Springs, Siskiyou Boulevard to Park Street, in the City of Ashland, Oregon.

The Ashland Bikeway Committee has gone on record supporting the concept of providing bikeways in conjunction with highway construction in general, and with continuation of existing bikeways in the proposed Greensprings project in particular.

The Bikeway Committee would like to request that consideration be given to bikeway construction on both the north and south sides of the highway, thereby extending bikeways previously constructed.

Your assistance will be very much appreciated.

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
FOR

Sincerely,

James Ragland

Councilman James Ragland
Bikeway Committee Chairman

1006 2-3-76

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. FF-166(4)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. Siskiyou Blvd-Parr St.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FF-6

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 9'76
REFER TO
FOA
Init. | Invest. | Surv. | D/R | Util. | Proj. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/3/76	Primary Route 15	Primary Route 21

GENERAL LOCATION:
SR 66 Jct. SR-99 (Ashland) east 0.57 mile

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) All phases of preliminary engineering necessary to obtain location/design approval at a total estimated cost of $14,500 - Federal funds $11,300.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/3/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/27/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/3/76	[signature]	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO-6-2

January 27, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. M. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. FF-166(4)

We are submitting program data for one project, Item No. 5, Project No. FF-166(4), "Siskiyou Blvd.-Park St. (Ashland) Section", which we desire to have included in the Federal-Aid Priority Primary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering necessary to obtain location/design approval at an estimated total cost of $14,500 with obligation of $11,300 in federal funds.

Copies of the State Clearinghouse and District 8 Clearinghouse A-95 review approval letters were forwarded previously.

CL:md

Encl.

cc: Alfred Shirley (Region 3)

NO. [illegible] TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-7 (REV. 4-01)

January 27, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–66		PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	REGION	STATE NAME			
	1	SR 66, Jct. SR99 (Ashland) E. 0.57 mi.	ADT	5,800	10,900	96	10	Oregon			

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	F.A. ROUTE NO. (66)–(69)	SUPV. AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER PREFIX LETTER(S) 14–28	NUMBER 7
	Preliminary Engineering								FF-	166

CARD 4	CLASS OF FEDERAL FUNDS: Priority Primary	COUNTY NAME: Jackson		
	NAME OF URBAN AREA (17-31): Ashland	ROUTE NO. P	FEDERAL-AID 15 (32)	STATE 21 (96)–(97) U.S. --

CARD 5	LINE NO. (1-4-8)	CHANGE CODE (10)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
1					PE		SR 66, Jct. SR 99 (Ashland) E. 0.57 mi.	0.57	23,500	18,300	5,200	
5					ROW							
5					CONST (CODE)		"Siskiyou Blvd.-Park St. (Ashland) Section"					
							PROJECT TOTALS	0.57	23,500	18,300	5,200	

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES (16) (23) (24) (33)	REMARKS
1			

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
R 66, Jct. SR99 (Ashland) E. 0.57 mi.	ADT	5,800	10,900	96	10	Oregon	41	A12	6

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
neering								FF-	166	(4)		

	COUNTY NAME	CODE	PROGRAM STAGE
Priority Primary	Jackson	029	1 OR X 2
Ashland	ROUTE NO. P FEDERAL-AID 15 STATE 21 U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 66, Jct. SR 99 (Ashland) E. 0.57 mi.	0.57	23,500	18,300	5,200		Preliminary engineering all phases incl. P.E. by utility forces.
ROW								(Future 4-12' lanes H.T. pave with left turn lane & 5' sidewalk each side.)
CONST (CODE)		"Siskiyou Blvd.-Park St. (Ashland) Section"						ROW - 90' normal; Access control-partial; Parking restrictions-complete.
BY CL		PROJECT TOTALS	0.57	23,500	18,300	5,200		

APPROVAL DATES

REMARKS

-Over-

SISKIYOU BLVD.-PARK ST. (ASHLAND) SECTION

PROJECT NO. FF-166(4)

Existing Facility: Variable 22 to 24-foot A.C. surface with 4 to 6-foot shoulders.

Adjacent Sections:

W. End--Connection with the Rogue Valley Hwy. FAP 3.
E. End--70-foot A.C. surface curbed section; 4-12-foot lanes, 16-foot median 3-foot shy distance to curbs and 5-foot sidewalk each side constructed under project F-166(3).

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction necessary to widen the existing facility to provide for 4-12 foot lanes with a continuous left turn lane and 5-foot sidewalks each side.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Ashland Municipal Airport is 1 1/2 miles northeast of the project; however, no conflict with the operation of the airport is anticipated as a result of this project.

FHPM 7-7-2 Requirements: Major action project requiring a Negative Declaration concurred in by FHWA on December 5, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinghouse A-95 review approval letters dated October 8, 1975 and October 1, 1975 respectively.

FHPM 7-7-5 Re

(a) Public

(b) Locat
acti

Data for PR-3

Preliminary

Note: This

ND) SECTION

surface with 4 to 6-foot

FAP 3.
-12-foot lanes, 16-foot
and 5-foot sidewalk each
3).

of preliminary engineering
by utility forces as required
n the existing facility to
left turn lane and 5-foot

Historical and Recreational

miles northeast of the project;
he airport is anticipated as a

requiring a Negative Declaration

and District 8 Clearinghouse
, 1975 and October 1, 1975

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering----Field Work----------	$14,500
P.S. & E. Preparation----------	$ 9,000
Total----------	$23,500

Note: This project is in Congressional District No. 4.

i.1 9006

2

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

December 19, 1975

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: PROJECT ASSESSMENT
Siskiyou Blvd.-Park St. Sect.
Green Springs Highway
Jackson County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3: A. Shirley, Jr.
District 8: G. T. Thornton

EAH
12-22-75

RECEIVED
STATE HIGHWAY
DEC 19 1975
HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
JAN 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project FF-166(-)
Siskiyou Blvd-Park Street Section
Green Springs Highway
Jackson County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 1 letter has been reviewed.

I concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration. I further agree that a public hearing should be held as recommended by Team 1. If controversy develops a full EIS may be warranted.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Green

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

DEC 1 '75

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 18, 1975

A. PROJECT IDENTIFICATION

Name of Project Siskiyou Boulevard-Park Street (Section) FF - 166 (-)

Location of Project Green Springs (21) (Highway Name) Ore. 65 (Highway No., US - ORE)

Ashland (City) Jackson (County) III (Region)

Program Priority Primary (76) (Funding) (Estimated Cost) 15-1425 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Widening project from 2 to 4 lanes consisting of grade and pave with exclusive center lane for turning movement This is to improve traffic safety and to relieve congestion caused by left turn movements and slow vehicles.

Origin and History: Appears to date back to 1966, at the request of the City of Ashland.

C. DESCRIPTION OF PROJECT

Length 0.56 mile

Termini (West) Siskiyou Blvd.-(East) Park Street

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
MAJOR
NON-SIG.

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 1.7 acres on the north side; residential and commercial. Approximately .10 acres of residential frontage is required on the south side.

Typical Section Four lanes with one center-turn lane and sidewalks on both sides. No bikeway has been planned though a Class II bikeway could be constructed with the project.

Structures None.

Characteristics (ADT) 6,500 at Walker Avenue Intersection (1974). Recent manual counts (July 1975) show 8,200 at the same intersection.

Other General Information (or Supplemental information to items) There are difficulties associated with grade differences between the highway and adjacent properties. All properties on the north side of the highway are presently below the road grade, with the greatest differences at the east and west ends of the section. Some ease of accessibility will be lost as at least eight lots will have approaches with steep (16%-20%) grades and a section of the funeral home approach will have a 26% grade. These approaches may at times be difficult to negotiate as Ashland averages at least two weeks of icy street conditions per year. This could negatively affect access to these commercial enterprizes during the winter.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

- No location alternatives were proposed.
- Two design alternatives have been proposed. The original proposal matches the road level of the north edge approximately to the level at the south edge with a crown in the center of the inside eastbound lane. Under this proposal, there will be grade differences up to 3 or 4 feet between the highway and the north side properties.

(Continued on page 2a)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

Location and/or Design Alternatives Continued:

Approaches, therefore, will have steep grades and accessibility will deteriorate slightly. With this in mind, an alternative design was proposed. This is the "shed-roof" design in which the north edge is lower than the south edge by about 2 feet with .02 foot to .03 foot cross slopes. Approaches would have less slope than under the first alternative, would be easier to negotiate during the winter, and would not affect ease of access as much. Concerns encountered in this design include excess waste; construction difficulties; traffic control; temporary access; material disposal; road bed drainage design; increased cost; and underground utilities. The "shed-roof" design is considered a viable alternative to the original proposal.

The I-5 to Park Street section of Green Springs Highway was reconstructed in 1973. It now has four travel lanes with shoulders, sidewalks and a median lane. The proposed typical section of the Siskiyou Boulevard to Park Street section is consistent with this design. The median of the latter section will be shifted 11 feet to the north, resulting in the misalignment of the centerlines of the two sections. They must be joined, therefore, by a slight, but insignificant curve.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) There are few natural features of major environmental concern in the project area. In general, the present contours run NW-SE with a gradual slope to the northeast. Drainage is generally eastward, into Hamilton Creek. No permanent water courses are affected by the project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project area is located in the southeast portion of the city of Ashland. The east-west oriented Green Springs Highway serves as a major arterial connecting Interstate-5 with the city proper. Situated alongside, from Siskiyou Boulevard to Normal Avenue, are various commercial establishments including: a small shopping center, a motel, resturant, service station, real estate office, funeral parlor, electronics shop, etc. Additionally, numerous residences are in evidence, as well as a fire substation and cemetery (between Normal Avenue and Park Street). Right-of-way in this block has been purchased as part of the I-5 to Park Street project, completed in 1974.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**
Purchases will be necessary, (approximately 30 feet) from Siskiyou Blvd. to Normal Ave., about 1.8 acres. This will permit 4 travel lanes with 1 median lane where only 2 travel lanes now exist (approximately ½ mile). (Continued on page 4a)

Consequences:

Displacements include 2 single family dwellings, 1 single family apartment, 1 animal hospital, 1 service station, 2 presently unoccupied trailer sites and 7 commercial establishments. In addition, 5 establishments will lose
(Continued on page 4a)

2. **Estimated Changes in Traffic Patterns:**
The ADT will increase slightly according to the build vs. No-build traffic projections. Traffic will adjust to additional lanes.

Consequences:
A smoother traffic flow will result in less congestion and greater traffic safety.

3. **Estimated Changes in Land Use:**
No major changes foreseen, though smoother traffic-flow with greater turning ease may stimulate some new development.

Consequences:

4. **Expected Adverse Effects on Natural Ecological Resources:**

No major effects anticipated.

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**
A small portion of a cemetery will be removed. That portion has already been purchased and the gravesites relocated. A church will lose an estimated 20% of its potential parking. Most of the shade trees that exist within the proposed right-of-way will be removed.
Consequences:

No adverse effects on the cemetery are expected. The church may need to utilize on-street parking. Although the shade trees provide a measure of aesthetic relief, other trees just outside the proposed right-of-way may provide the same relief.

Estimated Right-of-Way Requirements Continued:

Options include: (1) a fee purchase of all needed right-of-way and (2) a fee purchase 3' outside of sidewalk with permanent easements. At Station 18+30 a retaining wall may be built in lieu of easements to protect a building which houses a business and an apartment.

The people affected by new right-of-way are generally agreeable to the project and have been cooperative with Highway Division officials. Many have been anticipating the project for some time, as the adjoining section (I-5-Park Street) was widened several years ago.

Although only three residences will be removed, there are presently no problems anticipated in securing replacement housing.

Consequences Continued.

their off-street parking. Some though, may reestablish parking facilities. The displaced business owners are considering rebuilding on remaining property. This will help to minimize the impacts.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist		X	
Water Quality Spec.	X		
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geograpner	X		
Urban Planner		X	
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☐ Significant ☒ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED*

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

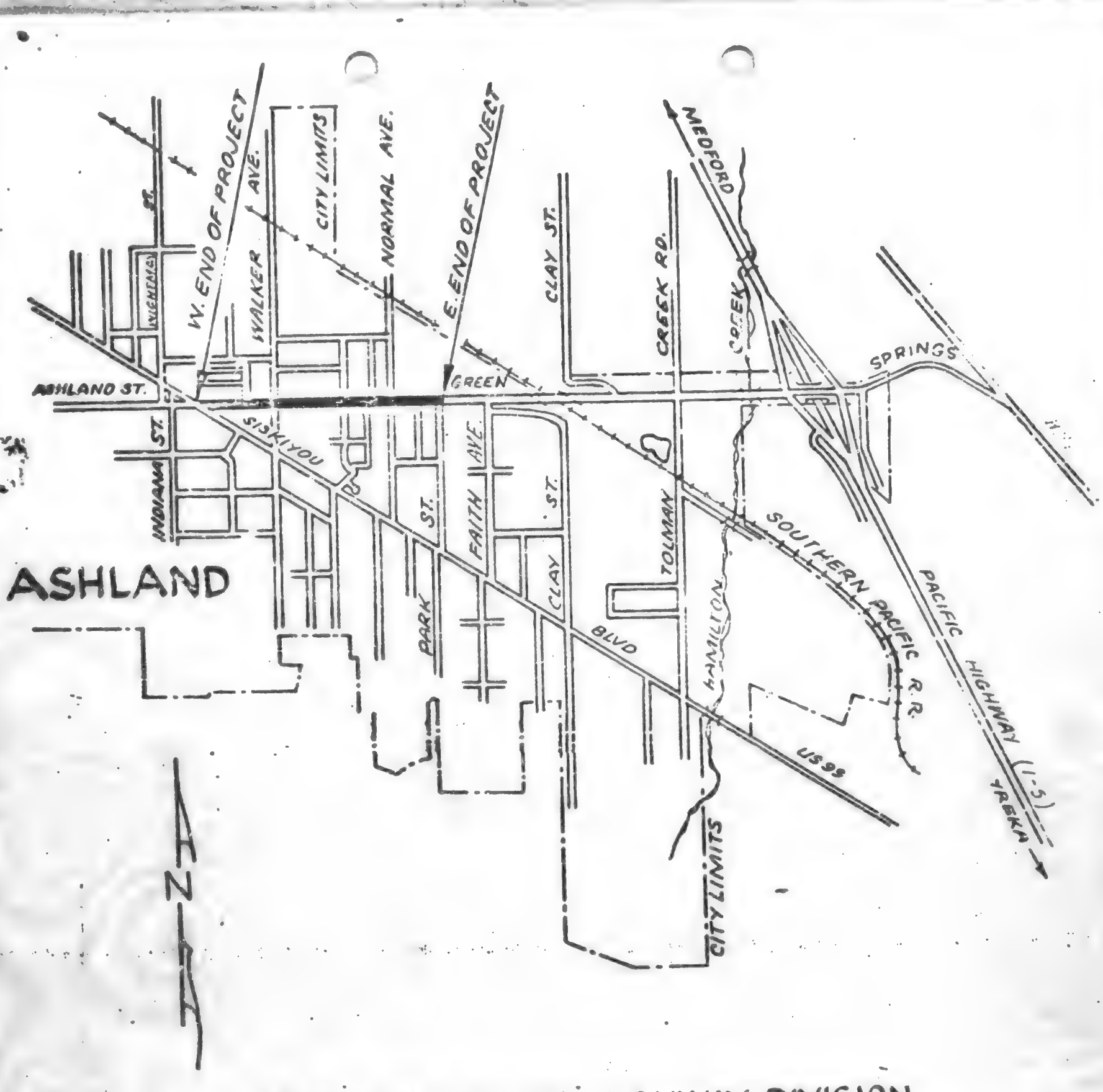
☒ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

*The proposed project, when examined in conjunction with most recent FHWA guidelines (and DOT order 5610.1B) appears to represent a "Major Action." With reference to the above guidelines, it is recommended that a Draft and Final Negative Declaration be prepared as a "non-significant effect" determination is deemed appropriate.



OREGON STATE HIGHWAY DIVISION

Corridor-Design Hearing Map

Siskiyou Blvd-Park St. Section

Green Springs Highway

JACKSON COUNTY

OCT. 1975

Form FHWA 121 (Rev. 5-73) 9002

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project FF-166(-)
Siskiyou Blvd-Park Street Section
Green Springs Highway
Jackson County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 1 letter has been reviewed.

I concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration. I further agree that a public hearing should be held as recommended by Team 1. If controversy develops a full EIS may be warranted.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Green
For G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENG'R
DEC 17 '75
REFER TO
Rulien
FOR
Info | Issue | Rec'd | Sgn | Act | File

RECEIVED
DEC 18 1975
Office of Assistant State Highway Engineer

NOTE
R. L. SIMPSON

cy Schneeberger
12-18-75

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Siskiyou Blvd. - Park St.

DATE: October 8, 1975

The state has reviewed your project and reached the following conclusions:

10/13/75

cc: G.L.Green, FHWA
V.B.Klaboe
V.D.Wolfe
J.B.Boyd
R.E.Royer
J.H.Versteeg
Gary Potter
G.N.Hopkins, County/City
B.L.Gifford
D.E.Swan
A.Shirley, Jr. Reg. 3
G.T.Thornton Dist. 8
Aeronautics Div.

- [XX] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.
- [ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- [ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- [ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7509 2 440

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
OCT 13 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

BEN GIFFORD

9886

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 9, 1975

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council of Governments
33 North Central, Suite 211
Medford, OR 97501

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 8
Siskiyou Blvd.-Park Street Sect.
Green Springs Highway
Jackson County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 20, 1975.

BLG:ljt
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County/City
B. L. Gifford
D. E. Swan
A. Shirley, Jr., Region 3
G. T. Thornton, Dist. 8
Aeronautics Division

RECEIVED
STATE HWY ENGR
SEP 10 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: State Highway Division [45] | 46] DIVISION: Department of Transportation [79]

03 12] APPLICANT ADDRESS STREET: State Highway Building [45] | 46] CITY: Salem [60] | 76] ZIP: 97310 [80]

04 12] CONTACT PERSON: L. W. Rulien [45] | 46] AREA CODE: 503 [48] | 49] PHONE: 378 [55] | 56] EXTENSION: 6563 [59]

01 12] PROJECT TITLE: Siskiyou Blvd.-Park Street [71]

11 12] PROJECT LOCATION—CITY: Green Springs Highway, Ashland | PROJECT LOCATION—COUNTY: Jackson | PROJECT LOCATION [79] SEC: – T: 39 S R: 1 E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving, and incidental work to widen the existing facility from two to four [71]

07 12] lanes with a center lane for turning movement. [71]

08 12] (See attached environmental assessment for details) [71]

09 12] [71]

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
780,000	--	220,000	--	--	1,000,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No ☐ 30 Date: Sept. 9, 1975

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes [X] 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes [X] 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October | 43] DAY [44: 20 | 45] YEAR [46: 1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/9/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

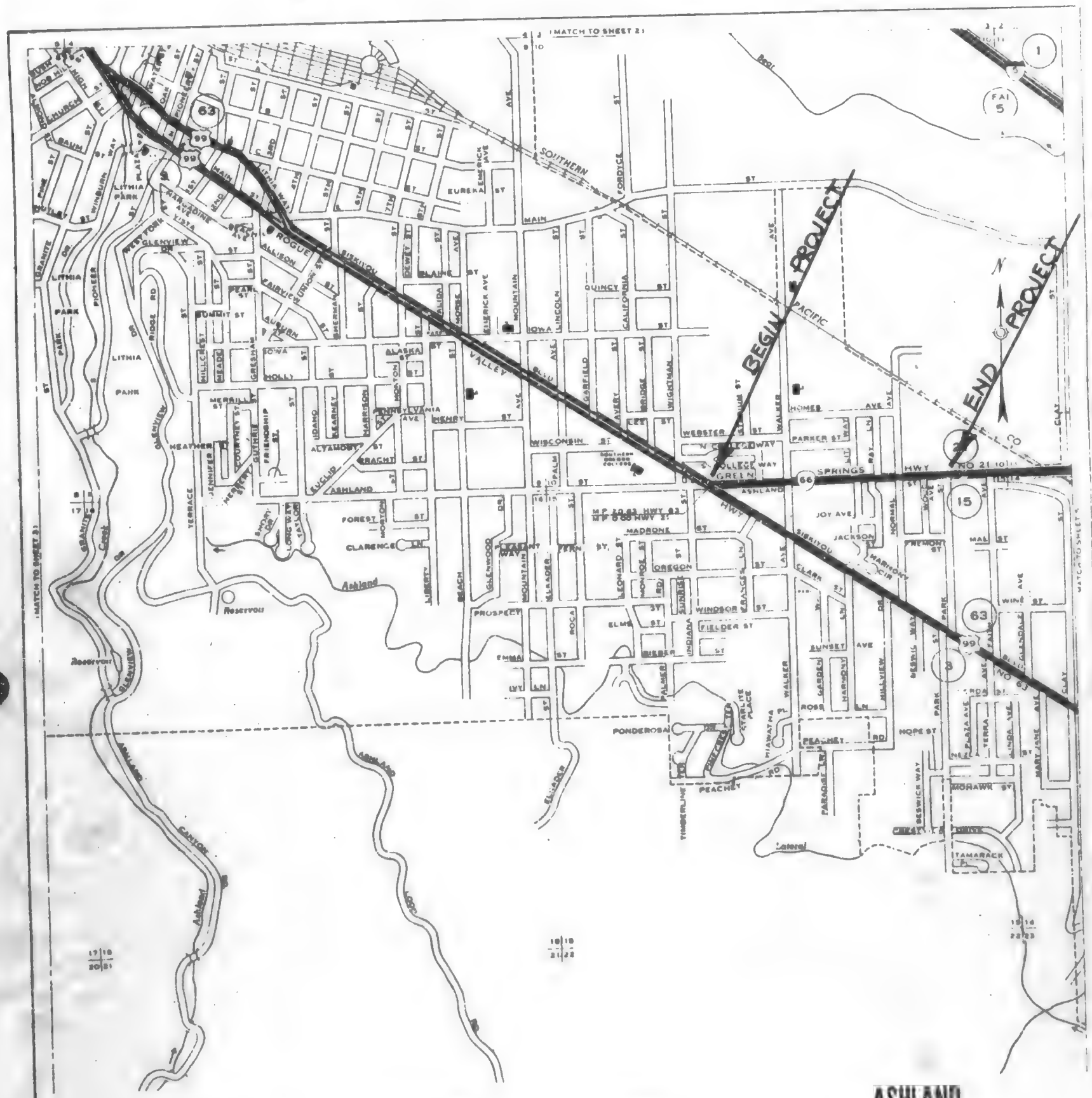
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 2 project of major significant environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division and is a part of the Six-Year Construction Program adopted by the Transportation Commission on May 30, 1975.

Rights-of-way will be rquired and the opportunity for public hearings will be offered.



HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	(00)	(00)
SECONDARY	(00)	(00)
OTHER	CO	N F D

SIGNED ROUTES

INTERSTATE (0)
U S (00)
ORE (00)

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg.
  - cy – City Hall
  - cr Court House
  - a – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,600

Scale in Feet

Revised December 1965

SHEET ARRANGEMENT

1	2	
3	4	5

SHEET 4 OF 5 SHEETS

9006

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE July 31, 1975

TO Virgil Wilson
Region 3 R/W Supervisor

FROM J. B. Boyd
Right of Way Engineer

NOTED
E. S. HUNTER

SUBJECT Siskiyou Blvd.-Park Street
Green Springs Highway
City of Ashland

Attached is a copy of the report on Interdisciplinary Team #1 which states in part in the third paragraph that the "detailed examination of right-of-way requirements, relocation and access will need to be conducted, and forwarded in the form of a liaison report to the team members for further study." Please prepare the reports requested on the basis of the right of way line shown on the location map. As an alternate determine the same effects provided on the north side of Siskiyou Boulevard from the funeral parlor westerly to the intersection with the Rogue Valley Highway that we take only three feet in fee back of the sidewalk and slope easements from there to the north as required.

JBB:jk
attachment
cc: E. S. Hunter
R. L. Schroeder
Victor Wolfe
A. Shirley, Jr.
L. W. Rulien
Bob Ewen

RECEIVED
STATE HWY ENG
AUG 1 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1956

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ENV 2-1

July 30, 1975

Salem, Oregon 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Siskiyou Blvd-Park Street
Green Springs Highway
City of Ashland
Interdisciplinary Team I

TO: MEMO TO THE FILE

Interdisciplinary Team #1 met on the subject project on July 21, 1975 to discuss the affects of the project, the alternatives, and to classify the proposed action per Action Plan category and to determine the appropriate environmental documentation.

It was the feeling of I.D. Team #1 that the project, as considered, does not have the potential for significantly effecting the quality of the human environment, and that a tentative classification of Category 3, major, non-significant was appropriate. A negative declaration would be prepared substantiating this determination. A revised assessment would be forwarded to the FHWA to reflect that determination.

Before finalizing the judgment of this Team #1 meeting, detailed examination of right-of-way requirements, relocation and access will need to be conducted, and forwarded in the form of a liaison report to the team members for further study.

A public hearing will be offered and/or held.

GAP:sz

cc: E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
A. Shirley, Jr.
L. W. Rulien
Virgil Wilson
Bob Ewen

RECEIVED
AUG 1 1975

NOTED
R. L. SCHROEDER

7006

21

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 22, 1975

FILE:

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Siskiyou Blvd.-Park St. Sec.
Green Springs Highway
Jackson County

TO: Alfred Shirley Jr.
Region III Engineer

RECEIVED
APR 23 1975
ROAD DESIGN SECTION

Enclosed is a portion of a construction narrative report covering the project adjacent to the subject section submitted by Wm. H. Maude, Resident Engineer.

A paragraph relating to the subject project has been highlighted.

Since the project is currently scheduled for the second quarter of 1976 it might be appropriate to have someone review the recommendation and provide this office with the data so that when the design work is started this information will be at hand.

REFERRED TO

Board, Read, Coin, Sample, Eriksen, Watson, Hager, Wolfe
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

ROSEBURG REGION
RECEIVED
APR 24 1975

FET:we
cc: Victor D. Wolfe
W. H. Sample

4-24-75
cc: Bill Mayden - I understand you have the
Earl Purdy location data for this sec. When you can
find time see if you can develope a section
that will accomodate exist. accesses. Thanks
Frank Terpin - Your info.

Park St. ○ Pacific Hwy Sec.
Green Spring Hwy.

Work resumed on April 15, 1974 with the superintendent from last summer, superintendent no. 2, in charge. Aside from the subcontractors, work went slowly. Many problems were encountered with utilities, mainly from the lack of experience in this type of work. On May 1, 1974, traffic was moved onto the left side of the new grade. This allowed the completion of drainage and grading on the right.

Before work resumed in April, I recieved a schedule of work from the contractor. The schedule was reasonable and called for the completion of the contract by July 1, 1974. Lack of equipment and a small work force forced a later completion date. The project was completed on October 4, 1974. Throughout the 1974 construction season work was slow. During June, there was a Cement Masons Strike. Workdays were charged only when a normal crew was working. The contractor was down for two weeks before both he and the concrete subcontractor signed interim agreements with the masons to allow the project work to continue.

Extra work orders were kept to a minimum. They were done as contract work progressed. The subcontractors for rocking, paving and concrete worked with good speed. I should note that prior to the completion of the contract, a new superintendent was in charge of the project and for the final cleanup, another new superintendent was brought in.

The extended duration of the contract caused a strained relationship with the local business establishments. While the construction project improved the highway, it increased the driveway gradients, causing a number of problems requiring change orders.

We recommend a closer look be given to the next section (Rogue Valley-Highway - Park st.) concerning driveway accesses. We might want to look at a "SKID-ROW" section. At any rate, we should try to avoid the driveway problems encountered on this project.

The contractor has indicated that he may put in a claim on the project. A total of 169½ days of liquidated damages were charged against the project. The contractor has requested a time extension of 365 days. No final word has been recieved in the field concerning this extension. Our recommendation was in the neighborhood of fifty days relief, which is well under the contractors request.

Wm. H. Maude
Resident Engineer

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9006

Siskiyou Blvd. & Hwy 21

PRO 4-3

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 15, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Siskiyou Blvd.-Park Street
Green Springs Highway
Jackson County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 2 project of major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 3 (A. Shirley, Jr.)
District 8 (G. T.Thornton)

RECEIVED
COUNTY & CITY SECTION
JAN 2? 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE

File

1-17-75
Approved (BSW)

RECEIVED
JAN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 11, 1974

A. PROJECT IDENTIFICATION

Name of Project Siskiyou Boulevard to Park Street (Section) FF-166 (-)

Location of Project Green Springs (21) (Highway Name) ORE 66 (Highway No., US - ORE)

Ashland (City) Jackson (County) III (Region)

Program Priority Primary (76) (Funding) $1,000,000 (Estimated Cost) 15-1449-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Widening project from 2 to 4 lanes consisting of grade and pave with exclusive center lane for turning movement.

Origin and History: appears to date back to 1966, at request of the City of Ashland.

C. DESCRIPTION OF PROJECT

Length 0.56 mile

Termini (West) Siskiyou Boulevard - (East) Park Street

Alignment ☐ New ☒ XX Existing ☐ Combined

CATEGORY 2 PROJECT

(Form (1) 9-74)

'Description of Project (cont.)

Right-of-Way (acreage and type of land use) acreage required on both sides; primarily commercial and parking on south with residential and commercial buildings on north.

Typical Section 4 lanes with 1 center-turn lane, with sidewalks on both sides.

Structures None.

Characteristics (ADT) 5,000 (west end) to 11,000 (east end) based on 1972 traffic volumes.

Other General Information (or Supplemental information to items) possible problems concerning the grade which presently exists on west end of section, at intersection with #99. South side rises abruptly into commercial establishment, while north side drops away from the street onto Southern Oregon College property. (Probably have to deviate from standards here.)

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

- No location alternatives proposed.
- Only design options identified concern the placement of a raised median (in lieu of striped turning lane), planted, and with illumination standards. This is proposed by the city.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [XX] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [XX] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) There are few natural features of major environmental concern existent in the project area. In general, the present contours run NW-SE with a gradual slope to the northeast. Drainage is generally eastward, into Hamilton Creek. No permanent water courses are affected by the project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project area is located in the southeast portion of the city of Ashland. The east-west oriented Green Springs highway serves as a major arterial connecting Interstate-5 with the city proper. Situated alongside, from Siskiyou Boulevard to Normal Avenue, are various commercial establishments including: a small shopping center, a motel, resturant, service station, real estate office, funeral parlor, electronics shop, etc. Additionally, numerous reisdences are in evidence, as well as a fire substation and cemetery (between Normal Avenue and Park Street). Right-of-way in this block has been purchased as part of the I-5 to Park Street project, completed in 1974.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Purchases will be necessary, from Siskiyou Boulevard to Normal Avenue, to permit 4-lanes of travel with 1 lane medium, where only 2 lanes of travel presently exist (approximately ½ mile).

Consequences:

Loss of frontage property for numerous commercial establishements, and probable relocation of several businesses and homes.

2. Estimated Changes in Traffic Patterns:

Adjustment to new median-lane for turning movements.

Consequences:

Initial inconvencience, but smoother traffic flow in future.

3. Estimated Changes in Land Use:

No major changes foreseen, though smoother traffic-flow with greater turning ease may stimulate some new development.

Consequences:

---

4. Expected Adverse Effects on Natural Ecological Resources:

No major effects anticipated.

Consequences:

---

5. Expected Adverse Effects on Cultural and Scenic Resources:

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

- grade problem on west end.
- access concerns for commercial interests immediately adjacent to facility.
- number and type of business, housing relocations necessary.

7. Potential for Controversial Issues:

- disruption of business trade.
- relocation and right-of-way required.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist			XXX
Water Quality Spec.	XXX		
Acoustical Engineer		XXX	
Air Quality Engineer		XXX	
Cultural Geographer	XXX		
Urban Planner		XXX	
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED: *

[XX]	Draft EIS	[ ]	Section 4(f)
[X]	Final EIS	[ ]	Negative Declaration
[ ]	Supplemental Draft EIS	[ ]	State-Wide Negative Declaration
[ ]	Supplemental Final EIS	[ ]	Other _____

* The proposed project, when examined in conjunction with most recent FHWA guidelines (and DOT order 5610.1B), appears to represent a "major action." Such a determination is based upon the potentials for greater improved access provided by the 4-lane widening, and the relative amount and type of right-of-way required. With reference to the above guidelines, it is recommended that a Draft and Final EIS be prepared, as a "significant effect" determination can be justified in light of examples given.

9006

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

Oregon Project RF-166(-)
Siskiyou Blvd.-Park Street
Green Springs Highway
SUBJECT: Project Assessment

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 7, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with your December 20, 1974 proposal to consider this project a major and significant action.

I further recommend that a design alternate eliminating the continuous left-turn bay be considered in the EIS.

One copy of the Project Assessment is returned as requested.

William H. Kappus

G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENG.
JAN 8'75
RE. R TO
FOR
Jung | Jones | RJD | DIR | SIGS | ST

RECEIVED
JAN 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-10-75
Ruben
Please handle

NOTED
A.E. Johns

1-10-75
ORIGINAL TO
L.W. Ruben
Watt.

9006

SALEM, OREGON
September 25, 1972

Mr. D. M. Moehring
Right-of-Way Section

B U I L D I N G

Coop. Construction Agreement
Park St.-Siskiyou Blvd. Sect.
Green Springs Hwy. #21
City of Ashland

Herewith is data relative to City of Ashland's acquisition of property (cemetery lots) adjacent to the Green Springs Hwy. #21 on the Park St.-Siskiyou Blvd. Section which is a proposed future project currently being considered as a cooperative 75% State and 25% City basis of payment.

The foregoing was subject to prior agreement dated March 30, 1971.

H. S. Cox
County and City Engineer

By

D. M. Harwell
Assistant Engineer

DMH:ljt

Att.

cc: J. H. Vorstoog, Reg. 3

ENGR. DESIGN. OE TE
APE CF RE APE

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

Kirkland
3-30-71 P/C
agree
for cemetery

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

September 21, 1972

RECEIVED
COUNTY & CITY SECTION
SEP 22 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ RE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Cox:

Enclosed are several items which pertain to the widening of Greensprings Highway in Ashland, Oregon.

If further material or items are needed by your office to complete the State/City transaction, we will be pleased to provide the information.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk

Enc

letter & data to RW Dept.

RECEIVED
AUG 22 1972
FOR FILING

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1972

SUBJECT: Cooperative Construction-Finance Agreement
Park Street-Siskiyou Boulevard Section
Green Springs Highway #21 (ORE 66)
City of Ashland

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

Per your request and in view of our current construction on a portion of ORE 66 (S. P. Overcrossing Section) within the City of Ashland, the City was again contacted by letter of June 29 to consider the possibility of entering into a cooperative construction-finance agreement based on a 75% State and 25% City cost-sharing ratio for the extension of the four-lane section westerly from Park Street to Siskiyou Boulevard (ORE 99).

The City responded by letter of August 4 indicating their willingness to enter into such an agreement; however, deferred or extended payment was a must, based on funds available.

I met with Mr. Al Alsing, Ashland Public Works Department, on Thursday, August 10, to discuss the matter and he requested we perhaps withhold any further negotiations with the Council until the current project gets underway and progresses to the point that the need for four-laning this extension into the City is upon them.

As per City's request, this office will await the proper time to re-open this matter unless the Administration requests otherwise.

D. N. Harwell
Assistant Engineer
County and City Section

RECEIVED
STATE HWY ENGR
AUG 18 '72
REFER TO
FOR
Info | Invest | Bld | Dir | Sign | Act | File

DNH:lat
cc: George M. Baldwin
Tom Edwards
E. S. Hunter
R. L. Schroeder
L. H. Young
R. E. Royer
D. H. Moehring
J. H. Versteeg

BP*52675-724

9006

CHARLES H. McKEEN Mayor
JAMES L. CONKLIN Councilman
ROLAND McCANNON Councilman
FRED C. ROBERTS Councilman
WILLIAM P. ROBLE Councilman
AUDREY H. SODERBERG Councilwoman
ALFRED WILLSTATTER Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

August 4, 1972

8-7

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

RE: ORE 66 Widening

RECEIVED
AUG 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Baldwin:

This letter is in response to a letter dated June 29, 1972, from D.N. Harwell of your office relative to the widening of Ashland Street (ORE 66), from Park Street westerly to Siskiyou Boulevard (ORE 99).

The Ashland City Council at its meeting on August 1, 1972, voted unanimously to go on record as to its continued interest in a deferred or extended payment plan at such time as funds are available. Our original intent was to utilize funds from the proposed increase in Motor Vehicle License fees, which of course was defeated by the voters in May of this year. If revenue sharing or some other major source of revenue should later become a reality, we would like to meet with you to again discuss this procedure.

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RPE CE RE RPE

Thank you for your consideration and continuing interest in Ashland's highway needs.

8-10-72 Met with Alsing, Pub for Ashland, requests we hold back for further work on exist. ISpacing/ proposed Draft.

RECEIVED
AUG 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Brian L. Almquist
City Administrator

slk

RECEIVED
AUG 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

cc: Streets and Traffic Committee

NOTED

9006

ENGR. ✓ PUBL. ✓ CC ✓ TE ✓ C
✓ UPE ✓ C RE PPE

cc: J. H. Verstaeg
bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
R. E. Royer
D. H. Moehring

June 29, 1972

Mr. Allen A. Alsing
Department of Public Works
Ashland, Oregon 97520

Dear Al:

This is in reference to the improvement of the Grea. Springs Highway (ORE 66) between ORE 99 and I-5 in Ashland, a matter of long-standing concern to both City and State.

We currently plan on calling for bids on the Park Street-Pacific Highway Section (S.P. Overcrossing) in late July and, pending clearance of all matters relative to this section, would anticipate starting construction prior to September.

Future reconstruction of that portion of Ashland Street (ORE 66) from Park Street westerly to Siskiyou Boulevard (ORE99) has been discussed on previous occasions, as well as being subject of correspondence and meetings. You will recall that discussion at our meeting of January 21, 1972, revolved around the proposal of reconstructing this portion as a cooperative project based on a 25% City and 75% State cost-sharing ratio. It is my recollection that the City was concerned as to how its portion of costs could be provided.

Will you please review this matter and let us know if the City is willing to consider the possibility of entering into an agreement based on extended or deferred payment. We would be glad to meet with you to explain the procedure, proposed agreement, administrative and Highway Commission approvals, and available funds.

Your continued interest and cooperation on this and other highway programs in the Ashland area are appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D.N. Harwell lat

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat

Ashland

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
E. A. Johnson
E. S. Hunter
R. L. Schroeder
Gary Sund
F. D. Morgan,
Att: T Litchfield
J. H. Versteeg

January 25, 1972

Mr. Al Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Al:

Reference is made to our meeting of Friday, January 21, regarding proposed construction of ORE 66 between I-5 and Siskiyou Boulevard.

A member of the City Council was quite concerned as to what plans the Southern Pacific Transportation Company had for their crossing of ORE 66.

The SPTC Siskiyou Mainline carries six trains daily at a speed of approximately thirty miles per hour and provides service between the Ashland area and Black Butte in northern California, where it connects to the SPTC mainline near Weed.

Safety standards and combined vehicle and train traffic would preclude a grade crossing installation at this point, other than temporary.

Per your request, I am enclosing a copy of the memo written regarding our meeting of Friday, January 21, and trust this information will meet with your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

Duplicate

DNH:mm
Encl.

JAN 24 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

9006

MEMO TO FILE

January 24, 1972

Re: I-5 - Siskiyou Blvd.
Green Springs Hwy. #21
City of Ashland

On Tuesday, January 11, 1972, a delegation from Ashland appeared before the Highway Commission regarding their concern of delayed construction on Oregon 66 (Green Springs Hwy.) between Interstate 5 (Pacific Hwy.) and Siskiyou Blvd. (Rogue Valley Hwy.).

The Highway Commission told the delegation that the State currently proposed to take bids on the I-5 - Park Street (SPTC O'xing) Section in July, 1972, and the balance, Park Street-Siskiyou Blvd., is to be constructed in the future, based on further negotiation and studies.

Subsequent to the Highway Commission meeting and pursuant to discussion with Messrs. F. B. Klaboe and R. L. Schroeder, the writer contacted Mr. Brian Almquist, City Administrator, and requested a meeting with the elected officials of Ashland to discuss the pending construction of Oregon 66. The meeting, as requested, left some misunderstanding with the news media; however, this was remedied and they were in attendance, as well as 4 or 5 other individuals.

On Friday, January 21, a meeting was held in the Ashland City Hall with the Mayor, City Council, Public Works Director, Street Committee members, and others, as mentioned above.

State personnel in attendance were Messrs. C. T. Keasey, Hal Versteeg, Bill Brown, Earl Purdy, George Thornton, John Holcomb, Gary Zehner, and D. N. Harwell.

The meeting was opened by Mayor McKeen and turned over to State. We then reiterated the history of the projects, from the early hearings of 1965, through to the current status, including various correspondence, meetings, hearings, etc.

The City was told of the I-5 - Park Street (SPTC O'xing) Section pending construction of July, the estimate of cost, widths, and other related matters to this project, including the right-of-way and construction at sole expense to State.

The City was also advised of past discussion and contact relating to the Park Street-Siskiyou Blvd. Section as a cooperative finance-construction project to be shared on a 75% State/25% City cost ratio, including the agreement of March, 1971, relative to the grave-site relocation.

The City is, as is State, in need of financing for this project, and they were told of various methods to accomplish this, including the possibility of deferred or extended payments, subject to concurrence and approval of agreements by City and State. Prior to any construction there must be additional hearings

or offer of same, approvals, agreements, right-of-way acquisition, surveys, design, financing, etc., and in this instance, could be some three years or more hence, based on other priorities throughout Oregon.

The City then asked various questions pertaining to this and other highway matters in the Ashland area and indicated a long time desire for raised planted median and illumination on this, as well as the TOPICS project, on Siskiyou Blvd.

The foregoing basically covers the Ashland situation and I believe we have brought a better understanding of the ever-increasing problems facing both State and local government into view.

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
G. L. Sund
Floyd Query
C. T. Keasey
J. H. Versteeg
William Brown
John Holcomb
G. T. Thornton
Al Atkins (City)

ASHLAND

March 1965 Hearing (Siskiyou Blvd - I5)

February 1970 Hearing (Park St - Tolman Crk Rd "SP. Oring")

Jan-Mar 1971 Offer-Reject Hearing (Tolman Cr Rd - I5)

March 1971 75% St - 25% Cty Grade site agreement

Dec. 10-69 Harwell to Bosheers, State build Oring Sect.
Cty - State coop. westerly to Siskiyou Blvd

Dec. 8, '69 reiterate 100% St. & 75%/25% balance
is lands, planting, Ltr refuge, etc

Dec. 21-70 Maps to City

Nov. 5-71 meeting re const, utilities etc

Nov 17-71 Holcomb to City re utility meeting

Apr. 2-71 Letter to Hsing re maps - const - etc

Jan 11-71 Delegation to Hwy Comm.

A Costs = Park St - I5 approx. $1,500,000 (Const.) State RW 500,000
A Const. = tentative construction set for July-72

B Cost = Park St - Siskiyou Blvd approx. $800,000 + St/Cty (75%-25%)
B Const =

A - 68 foot curbed / 2-5 foot sidewalks / 16 foot median variable
GN Rail off RR Oring / Clay-Tolman 24' Trvel. 3' shldr.
Park St - Fairview 16-17' curbed / Detour with [illegible] Line 24' H... with 4' shldr.

9606 FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1972

To:

SUBJECT:
Delegations appearing at
January 11, 1972
Commission Meeting

MEMORANDUM TO THE FILE

A delegation from Ashland led by Mayor Charles H. McKeen appeared and requested that the State Highway Commission proceed as rapidly as possible with the four-laning project planned between Park Street and Interstate 5 on the Green Springs Highway in Ashland. The delegation also recommended that consideration be given to four-laning the section between Siskiyou Boulevard and Park Street at an early date.

The Commission advised the delegation from Ashland that we would go ahead with the first project mentioned above and hope to take bids on it in July 1972. They were also advised that discussions would be opened with the City concerning completing the four-lane section to Siskiyou Boulevard.

Park-I5
100% Stat.

Park-99
75% St.
25% Cty

* * *

A delegation from Estacada led by Senator Kenneth Jernstedt and Robert Madison appeared and requested that the Highway Commission give consideration to improving the section of the Clackamas Highway between Clackamas and Eagle Creek. They were complimentary concerning the work now under progress between Eagle Creek and Estacada and on the Upper Clackamas.

Chairman Jackson advised the Estacada delegation that he could not predict when we could begin work on this section, but that preliminary enginering work would be done when crews were available.

* * *

Senator Don Wilner appeared before the Commission on behalf of the Recreation Trails Bill and the Scenic Rivers Bill. Senator Wilner urged the Commission to:

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1. Give quick clearance on minor variations along scenic rivers.

2. Continue to have the courage to say "no" on major encroachments.

3. Inform the public of the provisions of the Scenic Rivers Bill so there will be a better understanding when additional strips of rivers are proposed.

4. Give both bills a "sympathetic" approach.

5. Employ the services of a full-time, dedicated employee to work on the Recreation Trails Bill, in addition to the employee working on the Scenic Rivers Bill.

He also offered free legal services concerning the Scenic Rivers Bill, should the Highway Commission be challenged in court.

Mr. Jackson advised Senator Wilner that he agreed that a dedicated employee is needed to work on the Recreation Trails Bill, and that he would set up machinery to expedite action on minor variations of the Scenic Rivers Bill.

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia

cc George M. Baldwin
Tom Edwards
Floyd Query
E. S. Hunter--Please discuss Clackamas-Eagle Creek Section. - hearing tentatively set for later
A. E. Johnson
Lloyd P. Shaw
R. L. Schroeder--Please open negotiations with the City of Ashland for the work mentioned above on a cooperative basis (75-25). okay to meeting 1-21-72

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COUNTY & CITY SECTION
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MEETING MINUTES
Ashland City Council
and the
State Highway Division

A meeting between the Ashland City Council and the State Highway Division, Department of Transportation, was called to order at 11:00 a.m. on Friday, January 21, 1972 to discuss the widening of Highway 66. Those in attendance included:

Ashland City Council: Mayor Charles McKeen, Council members Jim Conklin, Roland McCannon, Audrey Soderberg and Al Willstatter

Department of Transportation: Donald N. Harwell, Coordinating Engineer
George T. Thornton, District Engineer
Gary Zehner, Resident Engineer
John Holcomb, Regional Utility Engineer
J. H. (Hal) Versteeg, Regional Engineer
Earle Purdy, Assistant Resident Engineer
Carroll Keasey, Construction Engineer
Bill Brown, Resident Engineer

Also present were Don Lewis, Dean of Administration for Southern Oregon College; Allen A. Alsing, Director of Public Works for the City of Ashland; and Robert O'Harra, Chairman of the Streets & Traffic Committee for the Ashland Chamber of Commerce.

The Mayor turned the meeting over to the spokesman for the Department of Transportation. Don Harwell, Coordinating Engineer for the project, ten introduced the members and gave a background on previous action taken for the widening of Highway 66. He stated that the State Highway Commission had been impressed with the City's interest in the project, and noted that often it was "the squeaky wheel which gets the oil".

In March of 1965, the first hearing was held for the entire section of Highway 66 from Interstate 5 to Siskiyou Boulevard. In February of 1967, a hearing was held on the overhead crossing. In order to avoid a considerable delay in the project, it was decided to work on the section from Parks Avenue to Tolman Creek Road; then in the latter part of 1970, the project was extended to Interstate 5 (although there was no public hearing held due to no need).

Harwell stated that the majority of rights-of-way had been acquired, and the project was scheduled to go to bid in July of this year. He pointed out that the section from I-5 to Parks Avenue was 100% State financing, with no City monies involved. It was still proposed, as funds became available, to proceed into town as a cooperative project (State - 75% and City - 25%). The current project (for the 4-lane section and construction of the overhead) came to $1-1/2 million. The project included reconstruction of access to residential and industrial areas.

Bill Brown stated that Highway 66 would remain open during construction, with the detour on the Forest Service side of Highway 66 and grade crossings over the railroad tracks.

Conklin asked whether the State Highway Commission felt any problems would be created by going from four lanes to two lanes in the section from Normal Avenue to Highway 99. Willstatter pointed out this was merely a four-block section, and wondered about the possibility of completing it at the same time, since equipment would be available (and thus having a finished product). Harwell replied that transitions in the area would be on a gradual taper, and felt that, over a period of time, it would also have to be extended to a four-lane section. O'Harra asked whether this would include any signals, to which Harwell agreed a four-lane section would probably warrant them. It was also noted that the cost for this four-block area would be approximately $800,000, on a cooperative project.

Carroll Keasey noted that State highway funds came almost entirely from the gas tax, with some funds also from motor vehicle registration and court fines(all of this on an annual basis); the balance of funds were received from the Federal government, on a quarterly basis, and this amount varied.

Don Lewis asked the possibility of funding under a cooperative project. Keasey pointed out that a lot of paperwork was involved to clear everything on the Federal level. The earliest time for completion of the project would be about three years from today; the average time was five years from concept to completion. Hearings were required, and there were certain built-in time limitations in the various stages. It there were certain built-in time limitations in the various stages. It was emphasized that to try and include this in the current project would only delay completion.

O'Harra asked whether land owned by the State could be "swapped" in lieu of dollars to be paid for right-of-way. Harwell gave an example of a situation in Salem similar to that in Ashland, and said that all had to be given equal treatment, whether State-owned land or not.

Conklin asked whether there were any plans in the current project for revamping the interchange at Highway 66 and I-5. Brown noted that it was proposed to eliminate 2-way traffic on one of the interchange legs. Willstatter was concerned about visibility at one of the off-ramps due to a physical obstruction.

Conklin questioned if utility lines were to be part of the City's cost of the 25% funding. Holcomb stated that, if the facility were in conflict with State Highway Department plans, and are not under permit, the City would be reimbursed for any adjustment; otherwise, the City would pay

the cost for relocation. Alsing noted that some utility facilities in the project would be reimbursed, while others would not.

Willstatter asked if the overpass would be necessary, since rumors to the effect the railroad would soon relinquish the line going South were going around. Holcomb pointed out that considerable research was being done about the railroad, and that present traffic warranted a separate crossing, rather than grade crossings.

Harwell pointed out that the State would work with the City in deferring payments (with the $200,000 cost to the City for the proposed project spread in payments of $50,000 to $75,000 over two or three years). The State would act as the Banker, with no interest charged. Soderberg wanted detailed information on payment plans, to which Harwell replied that payments were determined by agreement only.

O'Harra asked how much engineering had been done on the section into town. Harwell noted that, in the event of future federal aid, the State was restricted as to how much work could be done before Federal approval. Brown stated that the basics had been done, but were still time-consuming.

Willstatter asked whether the developer of an area, such as the shopping center, was obligated to pay for curbs, gutters, etc. when installed. Harwell stated this had been covered when rights-of-way acquired.

At this time, a map was presented of the Highway 66 project, and considerable discussion ensued regarding various aspects of the project.

The meeting was adjourned just after noon.

Respectfully submitted,

Nancy

Nancy Kalsched
Secretary to the Council

3-30-71 agree

CHARLES H. McKEEN Mayor
JAMES L. CONKLIN Councilman
ROLAND McCANNON Councilman
FRED C. ROBERTS Councilman
WILLIAM P. ROBLE Councilman
AUDREY H. SODERBERG Councilwoman
ALFRED WILLSTATTER Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND

CITY HALL
ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

RECEIVED
COUNTY & CITY SECTION
OCT 18 1971
ENGR. COORD. CE LE
UPE CE RE RPE

October 15, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon

Attn: Mr. H. S. Cox, County and City Engineer

Dear Mr. Cox:

Pursuant to the agreement between the Oregon State Highway Division and the City of Ashland covering the relocation of graves from the Park Street-Siskiyou Boulevard Section of the Green Springs Highway, we are submitting the following expenditure items for reimbursement:

Name of Person Buried	Amount
Freddie Eugene Driver	$ 335.00
Earl B. Dunkin	335.00
Mabel B. Dunkin	335.00
Grace R. Dykster	335.00
Harry Henderson	335.00
Alice High	335.00
Charles High	335.00
Elizabeth High (includes six grave spaces)	1210.00
Nathan High	335.00
Donald King	335.00
Effie LaPree	335.00
Burton R. LaPree	335.00
Daniel B. Lyons	335.00
Ruth Mannery	400.00
William H. Mannery	335.00
Lyman Edgbert McCord	335.00
Andy T. McMahon	335.00
Rhoda Ellen McMahon	335.00
Thelma Murphy	335.00
Anna P. Renzema	400.00

Original to Accounting 10-18-71.
MCH

Name of Person Buried	Amount
Dirk J. Renzema	$335.00
Gilbert H. Rowton	335.00
Nellie Marion Rowton	335.00
Isaac H. Scott	335.00
Katie L. Scott	335.00
Lucie O. Wadsworth	335.00
William D. Wadsworth	335.00
Joan M. Wilcox	335.00
Markers which the Cemetery had to provide for graves without markers	242.45
Total cost of relocations	$10627.45
75% of Total	$ 8004.34

Since the State's maximum participation is to be only $6,200, this is the amount we are requesting.

All the costs which we are claiming are based upon the Cemetery's standard rate structure which applies to private burials and the like. The only exception is the extra compensation which the Council granted because of the extremely disagreeable nature of the exhuming task. This extra pay, $840, is included in the $10,627.45 total. If you for any reason choose not to recognize the $840, the total would then be reduced to $9,787.45, 75% of which is $7,349.59. Therefore, we are justified in asking for the $6,200.

To the best of my knowledge, the City has complied with all the requirements of State law regarding consent of next of kin, or securing permission from the County Court in cases where the relatives could not be reached.

This claim does not include compensation for Cemetery land taken for street construction. We understand that the State will propose a settlement of that matter in the near future.

Sincerely,

Robert D. Nelson
Director of Finance

CC: City Administrator
Cemetery Superintendent

RECEIVED
OCT 18 '71
OREGON
STATE HIGHWAY COMMISSION

9006

RECEIVED
MAY 4 - 1971
FOR FILING

4-
3-30-71

March 31, 1971

Mr. Allen A. Alsing, Director
Department of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

MISC. CONTRACTS and AGREEMENTS No. 4107

Dear Mr. Alsing:

Attached for your records is a fully executed copy of an agreement concerning relocation of certain encroachments lying within the proposed right-of-way of future improvement on Park Street-Siskiyou Boulevard Section of the Green Springs Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(conf. agree. att.)

9006

RECEIVED
MAR 22 1971
FOR FILING

March 10, 1971

Oregon State Highway Commission

Gentlemen:

The Common Council of the City of Ashland has authorized their Mayor and Recorder to execute a latter-form cooperative-finance agreement concerning the relocation of certain occupied graves lying within the proposed right-of-way of the future improvement of the Park Street-Siskiyou Boulevard Section of the Green Springs Highway.

Investigation conducted in the field reveals that 28 gravesites are involved. Past experience indicates that lengthy negotiations are normally required to effect the relocation of graves. The City has indicated a willingness to undertake the tedious task of contacting next-of-kin in an attempt to obtain permission for relocation of the graves and to effect their removal. Estimates have been obtained for moving each grave at approximately $295. The State proposes a 75 percent participation in the total estimated cost of $8,260, but not to exceed $6,200.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. H. Moehring
V. E. Skoog
L. H. Young
Frank Hall H. S. Cox C. T. Keasey

MCH:ljt sr

MEMO TO FILES
March 8, 1971

Siskiyou Boulevard--I-5 Section
Park Street--I-5 Unit
Green Springs Highway No. 21 (ORE 66)
City of Ashland

Friday, March 5, at the request of the City of Ashland, Mr. C. T. Keasey and the writer met with City Administrator Brian Almquist, City Engineer Al Alsing, the City Power & Light Manager, and ex-City Engineer to discuss the proposed project by State in relation to proposed work by the City.

The City of Ashland is contemplating installation of a new high voltage (12,000 volts) power line, with pole spacing of approximately 150' to 200', adjacent to the south side of ORE 66 between I-5 and Siskiyou Boulevard, and it is currently their proposal to let bids on the contract July 1 with a 90-day completion clause, or around October 1.

The City is highly desirous that State forward a map showing the proposed location of relocated Clay Street in its permanent location as well as the temporary detour to be placed in the vicinity of the SPRR Overcrossing so they may spot their poles location as far as necessary to the south of State's proposed right-of-way to avert additional moves. City also requested that we begin negotiation for rights-of-way and that acquisition be on the south side first, if at all possible.

I left the City copies of State's detail map showing the proposed (tentative) right-of-way as prepared by Design on March 3, 1971, and told them this was tentative, but may be a guide to our proposed total right-of-way taking for their use in pole location.

File this

City requests, if at all possible, that the work west of Park Street be confined to new right-of-way on the north and basically leave the southerly side as presently exists.

Mr. Keasey should have an investigation made of the existing road, as to who owns the street, prior rights, acquisition or easements for power line due to timing element between City and State projects, when the highway was put on the system, etc.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Frank Hall
D. H. Moehring
C. T. Keasey

Duplicate

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

January 26, 1971

SUBJECT: Coop. Construction-Finance Agreement Draft
Park Street-Siskiyou Blvd. Section
Green Springs Highway No. 21
City of Ashland

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached hereto for your consideration is a suggested draft of an agreement with the City of Ashland covering future improvement of a portion of the Green Springs Highway on a cooperative basis.

A rough estimate of cost for this improvement has been set at $1,000,000. The project does not appear on any current construction schedule, and it is anticipated that several years will probably elapse before any work is started.

Correspondence from the City and our Regional Engineer indicates that 28 occupied graves lie within the boundaries of the proposed right-of-way. Realizing the amount of time normally required for the relocation of graves, the City has begun the tedious task of contacting next of kin, but wishes some assurance that the State will participate in any costs they incur by reason of the relocation work. Our Resident Engineer, R. E.Brown, has obtained an estimate of $295 for the moving of each grave, making the total estimated cost $8,260.

Please study the provisions contained in the draft and, if found to be acceptable, forward to the Design Section for their review, comment, and return to this office for preparation in final form.

H. S. Cox
County and City Engineer

By Mainor C. Holmes

Mainor C. Holmes
Office Engineer

MCH:ljt
Att.

cc: D. H. Moehring
L. H. Young

RECEIVED
JAN 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

file noted
2-2-71

OK for
[illegible] file as copy

SP*52478-734

1979 Eddyville-Cline Mt. 9007
Sec., Corvallis-Newport Hwy.
(Pav.)

9007

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

5-1-1

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Electric, Inc. No. 8814	Crater Lake Hwy. @ Spring St. & McAndrews Road (Medford)	April 10, 1980
Riverbend Const. Co. No. 8696	SW 29th St.-Pendleton/John Day Hwy. (Pendleton)	April 15, 1980
Morse Bros., Inc. No. 9007	Eddyville-Cline Mt.	April 18, 1980
Tice Electric Co. No. 8861	Farmington Hwy. @ SW 170th Ave.	April 18, 1980
Sims Electric of Medford, Inc. No. 8956	N. 6th St. @ "A" St. (Grants Pass)	April 22, 1980
D Mc D Corporation No. 8760	Oxbow Section	April 22, 1980
R. L. Coats No. 8958	Fox-Beech Cr. Summit	April 30, 1980
Baker Redi-Mix, Inc. No. 8907	Boot Hill Cemetery-Dog Creek	April 30, 1980
Tawn Mar Const. Co. No. 9066	Antone Junction	April 30, 1980
Jarl Const., Inc. No. 8639	Rhea Road Reloc. Unit, John Day Hwy.-Heppner Hwy.	May 7, 1980

May 8, 1980

C. T. Keasey
Asst. State Highway Engineer

9007

April 22, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#9007

Gentlemen:

Contract No. 9007 awarded to Morse Bros., Inc. for paving on the Eddyville-Cline Mountain Section of the Corvallis-Newport Highway in Lincoln County was completed on January 17, 1980, and accepted by the State Highway Division on April 16, 1980.

Final payment in the amount of $20,342.57 will be released to the contractor after April 28, 1980. The total contract amount is $432,661.74 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
CONSTRUCTION SERVICES

kkr

cc: Morse Bros., Inc.
E. Grant
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacak)
C. O. Fredrickson

STATEMENT OF OVERRUNS AND UNDERRUNS

Eddyville - Cline Mtn. (Hwy. 20)

Corvallis - Newport Highway

Lincoln County

Contract No. 9007

ITEM	SUMMARY OF ORIGINAL AMT.	SEMI-FINAL ESTIMATE	PERCENT + or -
Contract Bid Items	$411,670.70	$445,442.51	+ 8
Anticipated Items	19,800.00	12,068.53	-39
Contingencies	19,416.18	5,861.34	-70
Engineering	38,832.36	35,800.00	- 8
Liquidated Damages	----------	----------	---
TOTAL CONTRACT COSTS	$489,719.24	$499,172.38	+ 2

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Anderson
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APR 7 1980
ROAD DESIGN SECTION

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ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or -
4	Temporary Signs	Sq. ft.	564.00	1,137.75	+102

The contractor was requested to use "double signing" in order to control traffic and warn the public of the working area; this was needed due to the narrowness and crookedness of the highway and the increased speed created by the new pavement overlay.

8	Flagmen	Hour	440.0	739.0	+ 68

Flagmen were used extensively on the project to control traffic. We used an additional flagman beyond the end of the work area, in the most hazardous areas, to slow traffic, and while placing shoulder rock, paving and guard rail.

9	Pilot Car	Hour	110.0	178.5	+ 62

Extra time was needed as we had to use a pilot car while placing shoulder rock, paving approaches and mailbox turnouts, and during all paving operations.

10	General Excavation	C.y.	750.0	385.1	- 49

At the preconstruction conference, it was decided by the State engineers and the contractor to eliminate the excavation at Oglesby Creek at no adjustment in costs, for this area had recently been repaired by Maintenance. This elimination therefore created an underrun of the bid item.

12	Aggregate Shoulders	C.y.	900.0	2,519.5	+180

The overrun of this bid item was due to the additional depth at the edge of the roadway created by the additional asphaltic concrete widening and the paving of additional road approaches.

14	Class "B" Asph. Concrete Mix in Leveling: PA #3	Ton	4,500.00	6,230.55	+ 38

Overrun due to irregularity of the pavement and the extra depth on the edge due to superelevation adjustments.

15	Asphalt Cement in Mix: PA #3	Ton	1,060	937.55	- 12

Liquid asphalt percentages varied because of the fine aggregate fluctuation within the AC mix.

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT +or -
24	Adjust Guard Rail	Lin. Ft.	200	150	- 25
	Underrun due to error in the original quantities for the project. Only 150 lin. ft were required to be adjusted.				
25	Extra for Asphalt Approaches & Turnouts: PA #3.	Each	31	72	+132
	Because of the widening of the roadway, it became necessary to pave all road approaches to obtain good connections.				
PA #2	Grade Highway Shoulders	Lump Sum	------	$441.00	+100
	Some of the existing shoulder rock was higher than the roadway and we needed to pave over some areas to obtain our needed widths.				
Adjustments #6001, 6001A, 6001B	Asphalt Cement Adjustment	Ton	$14,000.00	$9,189.30	- 34
	Change in price of asphalt cement.				
SFO's 92002	SPRR Protection Costs	-----	$3,300.00	$1,000.00	- 70
	We only have $431.34 billed to date and expect a total of about $1,000 which is lower than anticipated because the contractor completed his work within the railroad right-of-way faster than originally anticipated.				
92003	Adjust Mailbox Posts	-----	-----	0.00	-100
	Mailbox posts were adjusted by engineers.				
92004	Pile Drive Railroad Members			$3,600.00	+100
	200 feet of shoulder were not adequate to support the guard rail posts due to an abrupt dropoff from the edge of pavement to the creek below. State forces drove steel rail members behind the posts and fastened the steel rail to the wooden guardrail posts.				

9007 4.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Eddyville - Cline Mtn.		WEEK ENDING: March 29, 1980
		SECTION PREFIX: 21-1136
HIGHWAY: Corvallis - Newport		COUNTY: Lincoln
NAME OF JOB: Eddyville - Cline Mtn.	KIND OF WORK: Paving	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 9007	FEDERAL AID PROJECT NUMBER: State project
DATE OF CONTRACT: August 11, 1979	DATE WORK STARTED: September 7, 1979	ESTIMATED COMPLETION DATE: ----------
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED: 112
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 51
PROJECT AUTHORIZATION: $489,719.24		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $450,886.88	ENGINEERING AUTHORIZATION: $38,832.36	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $463,372.38	ENGINEERING COST TO DATE: $35,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN/UNDERRUN 2 %	PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: January 17, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

RECEIVED
MAR 31 1980
CONSTRUCTION BRANCH

Kessey, Richards, Redmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glen, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Semi-final estimate submitted on Friday, March 28, 1980.

This is the final weekly report for this project.

RECEIVED
MAR 31 1980
CONSTRUCTION
BRANCH

SIGNED Charles W. Elroy LOCATION Newport

Charles W. Elroy, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9007

33

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: June 5, 1979

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Eddyville Bridge (Yaquina R.), 683
Oglesby Cr. Br., 857
Eddyville-Cline Mountain Sec.
Corvallis-Newport Highway
Lincoln County

The Narrative Report indicates no work on the structures in the proposed section. The existing surfacing is okay. If necessary, a maximum one inch overlay could be carried across the bridge decks to provide a uniform riding surface.

JEB:dh

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

Versteeg
Anderson
Christensen
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Sullivan copy
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RECEIVED
JUN 05 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen J.E. Watson
Hagg Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

81-125-1307

9CC 7

33

Road Design Section 378-6558

Leonard L. Wallace
Bridge Design Engineer

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

May 31, 1979

Eddyville-Cline Mountain Section
M.P. 23.38 to M.P. 29.15
~~Corvallis-Newport Highway~~
Lincoln County

We are preparing contract plans for a state overlay project tentatively scheduled for the July 26, 1979, letting. The proposed pavement overlay thickness is 2 inches with 1 inch allowance for leveling.

Within the project limits are two structures:

M.P. 23.38 Yaquina River Bridge No. 0682 - 132'

M.P. 27.15 Oglesby Creek Bridge No. 0857 - 37'

The field did not recommend any work at the structures other than guard-rail at the approaches. A copy of the narrative is attached.

Please review the structures and furnish us with your recommendation for handling the overlay at the structures or other work to be included in this contract. Your early attention will be appreciated.

FE:ab
Attachment

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RECEIVED
MAY 3 1 1979
ROAD DESIGN SECTION

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Action

.1979 Big Cr., Rock Cr.-Gnat Cr. & Westport-Clatskanie Sec, Columbia R. Hwy.(Gr. & pav.) 9008

208

March 15, 1982

A-1 Ready Mix
P. O. Box 204
Astoria, OR 97103

CON 5
#9008

Attention: John McLoughlin
Office Manager

Gentlemen:

Thank you for your letter of March 3, 1982, stating that the Huskey Fence Company account has been paid.

This was in connection with a claim filed on February 23, 1981, for materials in the amount of $3,302.06 furnished on Construct No. 9008 with J. C. Compton Company. This project was on the Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

We will advise all interested parties that this claim has been paid. We will also clear our records.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

js
cc: J. C. Compton Co.
P. O. Box 86
Hillsboro, OR 97123

Seaboard Surety Company
320 108th Ave., N.E.
Suite 401
Bellevue, WA 98004

NOTED ON CRT
3/15/82 BS

Ready Mix
P.O. Box 204 • Astoria, Oregon 97103

In Reply Refer to
File No.:

CON 5
#9008

March 3, 1982

Department of Transportation, State of Oregon
Transportation Building,
Salem, Oregon 97310

Attention: Robert W. Gormsen, COMMISSION SERVICES

Dear Mr. Gormsen:

We are enclosing herewith copies of letter from J. C. Compton Company dated February 25, 1982 and your letter of February 20, 1981.

As you will note, the account of Husky Fence Co. has been paid in full.

We wish to take this opportunity also, to thank you for your cooperation in this matter.

Sincerely,

John McLoughlin
Office Manager

Encls: (2)

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

861-1614 • 325-3701 • 738-6161

AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768 McMINNVILLE, OREGON 97128

Copy

February 25, 1982

John McLoughlin, Office Manager
A-1 Readymix Concrete Co., Inc.
P. O. Box 204
Astoria, OR 97103

Re: Westport-Clatskanie
OSHD Contract #9008
Husky Fence Settlement

Dear Mr. McLoughlin:

United Pacific Insurance Company, Surety on the bond taken from our subcontractor, Husky Fence Company, has made funds available to us for distribution to you in full payment of all claims due or to become due to you on the noted job.

In distribution of the proceeds of the check, we therefore enclose a check to your order in the amount of $3,303.06 in full payment of your account against Husky Fence Company.

You are authorized to use this check when you have executed the Release which is attached hereto. If the foregoing sum is not acceptable to you, you are to return the check to our office. If you have any questions, please call.

EXECUTED G.B. 3-1-82

Sincerely,

J. C. COMPTON COMPANY

By _____
Alan Hay

NBK/FAH:lm

Enclosure

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1981

IN REPLY REFER TO
FILE NO.
CON 5
#9008

copy

A-1 Readymix Concrete Co., Inc.
P. O. Box 204
Astoria, OR 97103

Attention: John McLoughlin
Office Manager

Gentlemen:

This will acknowledge receipt of your letter of February 10, with attached ledger account, indicating that Husky Fence Company owes you for materials in the amount of $3,303.06 furnished on Contract No. 9008.

The claim states this is in reference to the J. C. Compton Company Contract No. 9008 for work on Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

The Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing. The Performance Bond put up by the contractor assures payment if the contractor for some reason is unable to pay. This filing of your claim with the Secretary of State will protect your claim under the bond.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

RECEIVED
MAR 4 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9008

March 15, 1982

Syro Steel Company
Western Division
P. O. Box 835
Centerville, UT 84014

CON 5
#9008

Attention: J. A. Lewis
Credit Manager
Western Division

Gentlemen:

This will acknowledge receipt of a copy of a letter dated March 1, 1982, from you to J. C. Compton enclosing a signed release in connection with a claim for $19,811.26 for materials and equipment supplied to Husky Fence Company, subcontractor.

This claim was on Contract No. 9008 with J. C. Compton Co., for work on the Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

This information will be noted in our records.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

js
cc: J. C. Compton Co.
P. O. Box 66
Hebbardsville, OR 97132

Seaboard Surety Company
320 108th Ave., N.E.
Suite 401
Bellevue, WA 98004

NOTED ON C.A.J.
JS 3-15-82

SYRO STEEL COMPANY WESTERN DIVISION P.O. BOX 835 CENTERVILLE, UTAH 84014 TELEPHONE (801) 292 4461 HOME OFFICE: GIRARD, OHIO

March 1, 1982

J. C. Compton
P.O. Box 768
Mc Minnville, Oregon 97128

Attn: Alan Hay

Re: OSHD Contract #9008
Husky Fence Company, Inc.
Sub Contractor

Dear Mr. Hay:

Thank you for the check we received today in settlement of our claim.

Enclosed is the signed, witnessed release.

Sincerely,

J. A. Lewis
Credit Manager
Western Division

cc: H. H. Stebbins
United Pacific Reliance Insurance Co.
33405 - 8th Ave. South
Box C-3000
Federal Way, WA 98003

cc: Mark Cessolano
Seaboard Surety Company
90 Williams Street
New York, N. Y. 10038

cc: Robert W. Gormsen
Commission Services
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

cc: Husky Fence Company
290 Quarry Road
Roseburg, Oregon 97470

JAL/lp

RECEIVED
MAR 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R E L E A S E

In consideration of the sum of Nineteen thousand, eight hundred, eleven dollars and twenty six cents ($19,811.26), the receipt and legal sufficiency of which is acknowledged, the undersigned does hereby forever release, discharge and acquit J. C. COMPTON COMPANY and SEABOARD SURETY COMPANY, its Surety, and their respective successors and assigns, from any and all claims, suits, actions and accounts of all kinds and natures which the undersigned has or claims to have against J. C. COMPTON COMPANY, Contractor, on Oregon State Highway Department Contract No. 9008, known as Westport-Clatskanie Section of Columbia River Highway, and arising out of the delivery of materials and supplies and the furnishing of labor and equipment to Husky Fence Company, a subcontractor or supplier of J. C. Compton Company.

This release is given in full settlement and discharge of any and all claims which the undersigned claims to have as above stated, and is not intended to be construed as an admission of liability by J. C. Compton Company and Seaboard Surety Company.

IN WITNESS WHEREOF, the undersigned has set its corporate name and seal by an authorized officer of said corporation the 1st day of March, 1982.

Syro Steel Company

By _____
Donald J. Cier, Vice President

Witnesseth:

_____

RECEIVED
MAR 3 1982
COMMISSION ...RVICES
DEPARTMENT OF TR...PORTATION

9008

SEABOARD SURETY COMPANY
NEW YORK, N. Y.

July 29, 1981

J.C. Compton Company
P.O. Box 96
Hazelnurville, Oregon 97128

Att: Mr. Alan Ray

Re: Bond 8028411
Contract 82068
Clatsop in Columbia Counties,
Big Creek, Rock Creek-East Creek &
Westport-Clatskanie Graving & Painting Contract

Dear Mr. Ray:

We are in receipt of a certified copy of a letter from Mr. Robert W. Corcoran, of the Department of Transportation, in connection with a bill allegedly owed by Ruby Power Company to Pyne Steel Company on the above captioned. You are also shown as having received a copy of this letter.

It would appear that this is another claim that you should refer to Ruby's bonding company, United Pacific Insurance Company. Please advise when payment is made by United Pacific to the various creditors who have filed claims on this job.

Thank you for your cooperation.

Very truly yours,

Mark Depenbrok,
Attorney, Law & Claim Dept.

MD/ms
cc: Robert W. Corcoran
cc: Mr. J. H. Lewis, Credit Manager
Pyne Steel Company
cc: Walt Ringel -Contract
cc: Ed Heine -Seattle

RECEIVED
AUG 3 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8-4-81
No response rec.
Gramser noted

9008 5621

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 20 1981
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

July 17, 1981

RECEIVED
JUL 20 1981
NORMA PAULUS
SECRETARY OF STATE

Syro Steel Company
P. O. Box 835
Centerville, UT 84014

CON 5
#9008

Attention: J. A. Lewis
Credit Manager

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated July 9, 1981, for galvanized guardrail and accessory material in the amount of $19,686.26 for use on Contract No. 9008.

The claim states this is in reference to the J. C. Compton Company Contract No. 9008 for work on the Big Creek, Rock Creek-Goat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

The Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
7/28/81

jas
cc: Seaboard Surety Company
320 108th Avenue, N. E.
Suite 401
Bellevue, WA 98004

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

RECEIVED
JUL 21 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SYRO STEEL COMPANY WESTERN DIVISION BOX 835 CENTERVILLE, UTAH 84014 TELEPHONE (801) 292-4461 HOME OFFICE: GIRARD, OHIO

July 9, 1981

Certified Mail 8802047
Return Receipt Requested

Robert Gornsen
Manager of Commission Services
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Re: General Contractor: J.C. Compton Co.
Sub. Contractor: Husky Fence Co.
Project:. Contract #9008-Westport
Syro Order: 10-00101
Past Due Balance: $19,686.26

Gentlemen:

Please accept this letter as our Notice of Claim. On August 5 and September 9, 1980, we furnished galvanized guardrail and accessory material for use on the subject project.

It is our understanding that you will file this claim with the Secretary of State, the surety, and the general contractor.

If you have any questions, please contact us immediately.

We would appreciate an acknowledgement from you advising when we may expect settlement.

Sincerely,

J.A. Lewis
Credit Manager
Western Division

cc: N.B. Folsom
Asst. Secy. & Credit Mgr.

Husky Fence Co.

JAL:kg

CERTIFIED
P26 8802047
MAIL

RECEIVED
JUL 13 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9008

Chinook Sales & Rentals
P. O. Box 868
Clatskanie, Oregon 97016
May 21, 1981

United Pacific Insurance Co.
P. O. Box 1478
Tacoma, Wa. 98401

Att: Mr. Stebbins:

We have been unsuccessful in our attempts to collect the balance of the monies owed us by Husky Fence Co. Therefor we are demanding payment of these monies from United Pacific Insurance Co. as bonding agent for Husky Fence on OSHD # 9008 Westport - Clatskanie project.

Our claim has been duly filed with the State of Oregon and we expect payment of the remaining balance of 628.48 within 10 days of reciept of this letter.

Sincerely,
Chinook Sales & Rentals
H. A. Thass

cc: J. C. Compton Company
P. O. Box 86
McMinnville, Or. 97128

Oregon Department of Transportation
Transportation Building
Salem, Or. 97310

RECEIVED
MAY 26 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp necessary

9008

SEABOARD SURETY COMPANY
NEW YORK, N. Y.

April 27, 1981

J.C. Compton Company
P.O. Box 86
Hammonville, Oregon 97126

Attn: Mr. Alan May

Re: Bond 9869411
Contract 19008
Clatsop in Columbia Counties,
Big Creek, Rock Creek-East Creek &
Westport-Clatskanie Grading & Fencing Contract

Dear Mr. May:

We are in receipt of a carbon copy of a letter from Mr. Robert W. Swanson, of the Department of Transportation, in connection with a bill allegedly owed by Husky Fence Company to J.H. Baxter and Company on the above captioned. You are also shown as having received a copy of this letter.

It would appear that this is another claim that you should refer to Husky's bonding Company, United Pacific Insurance Company. Please advise when payment is made by United Pacific to the various creditors who have filed claims on this job.

Thank you for your cooperation.

Very truly yours,

MP/ks
cc:Robert W. Swanson
Commission Services, Dept. of Transportation
Transportation Bldg. Salem, Ore.97310
cc:J.H. Baxter & Co. P.O. Box 10797
Eugene, Ore. 97440
cc:Walt Hingel-Contract
cc: Mike Mathews-Seattle Branch

Mark Pescolano,
Attorney, Law & Claim Dept.

no response nec.

RETURNED

#9008

L.

files

Office: (503) 325-7130
Shop: (503) 325-7133

P.O. Box 387
Astoria, Oregon 97103

24 Hour Service

Bergerson Enterprises

"for a job well done"

April 10, 1981

Mr. Robert Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Husky Fence, sub.
J. C. Compton Co.
Contract No. 9008

Dear Mr. Gormsen:

I am very frustrated. I seem to be getting nothing but a run around regarding my claim against Husky Fence. I made 6 phone calls to Husky Fence from 10/1/80 through 1/26/81 and received 6 promises of payment.

2/12/81 I called Compton and talked to Mr. Terry Allen. He told me that Husky Fence still had about $15,000 due them but that there was claims in excess of $15,000 against them. He suggested that I send Compton a copy of Husky Fence's bill and also a copy to the bonding Co., which I did.

2/12 Called United Pacific/Reliance (Mr. Stebbins) was told that Husky Fence has performance bond only--no payment bond.

2/26 Mr. Stebbins finally returned my call. He suggested that I notify the State of Oregon of our problem and get our claim on file, which I did. Mr. Stebbins said that he would be meeting with Ingrams (Husky Fence) and would get back to us.

3/9 Called Mr. Stebbins again. He has met with Ingrams. They do not deny our claim but do not have funds to pay it. Stebbins said that he needed to get together with Compton and should have some answers.

3/17 Received acknowlegement from State of Oregon. Our claim filed as of 2/26/81.

3/24 Tried calling Husky Fence all day-- no answer.

3/25 Called Compton--did not seem want to talk to us.

3/26 Called Mr. Gormsen. He suggested that I keep in contact with the bonding Co. Mr. Gormsen was very helpful and said that we had followed all of the proper steps and we should receive payment. He asked that he be kept informed.

Bergerson Enterprises
"for a job well done"

Office: (503) 325-7130
Shop: (503) 325-7133

P.O. Box 387
Astoria, Oregon 97103

24 Hour Service

3/26/81 Called Mr. Stebbins 2 times. He did not return calls.

3/27 Mr. Stebbins called. He said that he is meeting with Compton on March 31st. He will call or write to us next week. Stebbins said that Husky Fence has new jobs in California and Arizonia. He implied that we would be paid but not sure by whom.

4/9 Called Mr. Stebbins. He implied that we should try to contact Husky Fence again. He told me that our claim had to be filed within 90 days of when job was completed. Mr. Stebbins told me that two creditors with combined balances of about $45,000 had filed during the 90 day period. Compton has retained about $17,000 from which they will have to pay those claims. There are about 5 other claims against Husky Fence besides ours which did not file in the 90 day period.

4/9 Talked to Mrs. Ingram. Mr. Ingram is in Alaska meeting with his attorney to try to get something set up to pay his creditors. Mrs. Ingram said that they have about $500,000 outstanding retainers from jobs in Oregon, Washington, Nevada and Arizonia. They are trying to pay up their bills. They have us down for a $300.00 payment next week. Mrs. Ingram said that she would have Mr. Ingram contact us Monday when he gets back from Alaska.

At this point I seem to be back to square one. I need to know when we are going to be paid and by whom.

Thank you for your help in this matter.

Sincerely,
Peggy Carlson
Peggy Carlson
Bergerson Enterprises

cc: J. C. Compton Co., P.O. Box 86, McMinville, Ore. 97128
cc: Seaboard Surey Co., 1001 4th Avenue, Seattle, Wa. 98154
cc: Husky Fence Co., 290 Quarry Road, Roseburg, Ore. 97470
cc: United Pacific/Reliance, 33405 8th Ave. South, Federal Way, Wa. 98003

4/16/81
Bob J. called
this company d
discussed
above-
no reply
nec.
for

#7104 11-1-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

~~#5575~~ 9008

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 8 1931
NORMA PAULUS
SECRETARY OF STATE

April 6, 1981

IN REPLY REFER TO
FILE NO.

CON 5
#9008

J. H. Baxter and Co.
P. O. Box 10797
Eugene, OR 97440

RECEIVED
APR 8 1931
NORMA PAULUS
SECRETARY OF STATE

Attention: Joseph G. Harbert

Gentlemen:

This will acknowledge receipt of your letter of March 23, 1981, indicating that Husky Fence owes you for materials supplied in the amount of $13,323.60 on Contract No. 9008.

This appears to be in connection with the J. C. Compton Company Contract No. 9008 for work on Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when payment has been received.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

...IED 0
4-14-81 Lme

jas
cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

RECEIVED
APR 9 ...

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Jack Sollis

J. H. BAXTER & CO. P O Box 1079, Eugene Oregon 97440 Phone 503 689 3020

JBaxter

March 23, 1981

R. W. Gormsen
Room 121
Transportation Building
Salem, Oregon 97310

Gentlemen:

This is a notification of claim by JH Baxter & Co. against Husky Fence for non-payment on materials supplied by J. H. Baxter & Co in regards to OSHD Contract #9008 in the amount of $13,323.60.

The intent of this notification is to ask for money due us on the above mentioned contract number which is now well overdue.

Sincerely,

JH BAXTER & CO

Joseph G. Harbert

JGH/jc

9108

files

SEABOARD SURETY COMPANY
NEW YORK, N. Y.

April 1, 1981

J. C. Compton Company
P.O. Box 06
Kerlinville, Oregon 97128

Attention: Mr. Alan Day

Re: Bond #8810411
Contract #9008
CLATSOP & COLUMBIA COUNTIES, BIG CREEK, ROCK CREEK-
GRAY CREEK & WESTPORT-CLATSKANIE GRADING & PAVING CONTRACT

Dear Mr. Day:

We are in receipt of a carbon copy of a letter from Mr. Robert W. Garmson, of the Department of Transportation, in connection with a bill allegedly owed by Stanley Fence Company to Bergerson Enterprises on the above captioned. You are also shown as having received a carbon copy of this letter.

It would appear that this is another claim that you should refer to Stanley Fence's Bonding company, United Pacific Insurance Company. When you refer this matter to them, could you please provide us with a carbon copy of your letter, so that we know that this matter is being taken care of.

Thank you for your cooperation.

Very truly yours,

Mark Pescalano,
Attorney, Law & Claim Dept.

MP/ns
cc: Robert W. Garmson
Commission Services, Dept. of Transportation
Transportation Bldg. Salem, Oregon 97310
cc: Bergerson Enterprises, P.O. Box 287, Astoria, Oregon 97103
cc: Walt Ringgl -Contract
cc: Mike Mathews -Seattle

9006

March 20, 1981

Seaboard Survey Company
Seattle-First National Bank Building
1001 - 4th Avenue
Seattle, WA 98154

COM 5
#9006

Gentlemen:

On March 17, 1981, we wrote to you concerning release of final payment on Contract No. 9006 awarded to J. C. Compton Co. for grading and paving the Big Creek, Knappa Creek-Gnat Creek and Knappa-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

Final payment on this contract is $896.98 and the total contract amount is $2,161,913.43 including $4,088.34 for work performed under force account.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

jas
cc: J. C. Compton Co.
P. O. Box 86
Scappoose, OR 97128

bc: C. T. Kassey
Walt Hart
C. O. Fredrickson

#9008
#5560

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 20 1981
NORMA PAULUS
SECRETARY OF STATE

March 17, 1981

IN REPLY REFER TO
FILE NO.:

COR 5
#9008

Berggerson Enterprises
P. O. Box 387
Astoria, OR 97103

Attention: Peggy Carlson

FILED
MAR 20 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receiving your letter of February 26, 1981, stating that you have not been paid for labor and equipment in the amount of $3,285.80. The claim is against the bond of J. C. Compton Company, the prime contractor, and the work was performed for Husky Fence Company, a subcontractor.

Your claim appears to be in reference to the J. C. Compton Company Contract No. 9008 for work on Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

Seaboard Surety Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when payment has been received.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 23 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 4th Avenue
Seattle WA 98154

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED 0
3-30-81 lmc

STATEMENT

Bergerson Enterprises

"for a job well done"

Office: (503) 325-7130
Shop: (503) 325-7133

P.O. Box 387
Astoria, Oregon 97103

24 Hour Service

February 26, 1981

Oregon State Highway Dept.
Department of Transportation
State Transportation Building
Salem, Oregon 97310

#9008

RE: Compton Highway job (Brownsmead)
Husky Fence- sub contractors

PROJECT: Crane & operator to unload & set cement guard rails near Brownsmead, Oregon August 13th & 14th, 1980 as directed by Howard Ingram.

	12½ ton hydracrane & operator		
	35 hours S.T. @ $65.00 =	2,275.00	
	8 hours O.T. @ $75.00 =	600.00	2,875.00
9/8/80	Air compressor & hose		
	13 hours @ $10.00 =	130.00	130.00
	Total labor & equipment =		3,005.00
	Interest September 1980 through February 1981 =		280.80
	Total due to date =		$3,285.80

We have received no payment on this account. Anything that you could do to help us would be very much appreciated.

Thank you,
Peggy Carlson
Peggy Carlson
Bergerson Enterprises

RECEIVED

Contract 9008

Terms: Net 30 days. A service charge of 1½% per month will be added to all delinquent accounts.

.7008

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1981

CON 5 #9008

J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Re: Time Extension Request
Big Creek-Clatskanie Project
Contract No. 9008

Gentlemen:

Your request for additional contract time to complete the above referenced project has been carefully reviewed. The project records do indicate seven days of delay which were beyond your control and meet the provisions of Section 108.09 in the Standard Specifications.

A seven day increase in calendar days is granted. This will increase the allowable time to 392 calendar days and leave no liquidated damages under this contract.

If you have any questions on this decision, please contact the Resident Engineer.

Very truly yours

C. T. Keasey
Assistant State Highway Engineer

KM:mk;OBJ:fr

bc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Chet Anderson "
Bob Church

RECEIVED
STATE HWY ENGR
MAR 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5-1119

STATE OF OREGON
Highway Division 378-2626

INTER-OFFICE MEMO

DATE: February 6, 1981

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Big Creek - Clatskanie Section
Columbia River Highway
Contract No. 9008

J. C. Compton Company, by the attached formal request, asks that the authorized 385 calendar days (cds) be increased by 10 cds to a new total of 395 cds. Actually, the project took 392 cd. or an overrun of 7cd. Accompanying the contractor's formal request is Husky Fence Company's January 12, 1981, letter and J. C. Compton Company's September 5, 1980, and January 21, 1981, letters.

Resident Engineer Chet Anderson analyzes the reasons given in all three of the letters accompanying the contractor's request. The details of his findings are contained in his attached January 28, 1981, letter of analysis. He finds that although the quantities of five different bid items overran substantially, there was adequate time remaining after July 2, 1980, to complete the guardrail related items. This office further supports that finding by pointing out that the overall contract bid items underran 2%. It is inappropriate to single out only the overrunning items without taking into account the underrunning items. I believe they somewhat offset each other.

This leaves only the guardrail related delay for which Mr. Anderson justified granting 3 cd. leaving 4 cd. remaining at a rate of $200 each for a total of $800 of liquidated damages.

GW/bah
W/attch.
cc: Chet Anderson

4 MAR 81

Keasey — Richards
Jackmond — Berg
Hopkins — Inlows
Williams — Widmer
Johnson — Gebauer
Glenn — Church

RECEIVED
FEB 9 1981
CONSTRUCTION BRANCH

STATE OF OREGON

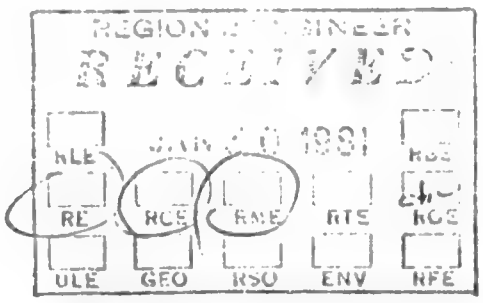
INTEROFFICE MEMO
FILE CON 5 #9008

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: January 28, 1981

FROM: Chet Anderson
Resident Engineer

SUBJECT: Request For Time Extension
Big Creek-Clatskanie Project
Columbia River Highway
Clatsop & Columbia Counties
Contract No. 9008



Enclosed for review a request for an extension of time on the Big Creek-Clatskanie project. The request asks for additional time based on some items being substantially overrun, (refer to enclosed letter dated 9/5/80).

Work done after elapse of the allotted time on the project included work on adjusting guardrail, connecting guardrail to bridges, installing guardrail anchors, grouting under barrier rail, completing embankment at ends of barrier rail, hand patching barrier rail and installing guide posts.

Except for the concrete barrier rail, Item #41, work on all the overrun items was completed by July 2, 1980 which left adaquate time for completion of other remaining work on the project. Also work on all the items that needed to be done before work could be started on items that were completed after the contract time had elapsed was done by July 2, 1980. Yet work on those items that was completed after the contract time had elapsed was not started until July 15, 1980. There was a 13 calender day elapse of unused time before work was started on those items that dragged on until after time on the project had elapsed. Even with the overrun of items, there was ample opportunity and time for the contractor to have completed the unfinished items before running out of time.

Concerning the overrun of Item #41, concrete barrier rail, by price agreement, (see PA #1), the quantity of concrete barrier rail was increased substantially but a near equal reduction in Type 2 guard rail was made resulting in no overall increase in amount of work on the project. Work on the increased quantity of barrier rail could have benn started after July 2, 1980 but was not started until August 13, 1980. There was ample opportunity and time available to complete the increased quantity of barrier rail work before running out of time if all available time had been used.

see attached analysis of project overrun and underrun. DMJ

Time is also requested based on the project's subcontractor, see enclosed letter dated January 12, 1981, having to install as "extra work" new guard rail in place of guard rail damaged by traffic while work was in progress, for having to reinstall some guard rail at a driveway that was initially staked and installed at a wrong location, and delay in delivery of specially formed pieces of guard riil elements, (rail elements bent to a tight radius).

Contains Recycled

Concerning additional time for extra work reinstalling guard rail damaged by traffic, review of the billing for Extra Work Order No. 1, which covered this work, the subcontractor's crew spent about 3 days reinstalling rail in place of traffic damaged rail. An extra work order for this work was issued on June 1, 1980 for about one half the value of the actual amount accomplished on this work order, (EWO #1 established $3000.00+, actual amount expended on EWO #1 was $6000.00+). Or about one halr the 3 days it took to replace traffic damaged rail could have been anticipated by the contractor and his work schedule adjusted accordingly so the needed extra work would be done before the alloted contract time elapsed. There was about 1½ days, round off to 2 days, of unanticipated time involved on installing traffic damaged rail that possibly could be considered due the contractor on this item.

Must grant all time job delayed by Extra Work.

3 X 1.4 = 4.2

Concerning having to reinstall mis-staked guard rail at a driveway, one day of additional unanticipated work probably should be considered for this item.

= 1.4

Concerning additional time due to delay in delivery of bent or formed rail members, an order list for guard rail, with the needed bent pieces listed, wes provided the contractor prior to May 1980. This left ample flow time for delivery of bent members to the project in time for completion of the guard rail work within the allotted time.

Suggest there is justification for granting 3 days.

5.6 = 6 days

CA/kal

cc: file

encl. J C Compton letter dated Sept. 5, 1980
Price Agreement No. 1
Husky Fence letter dated Jan. 12, 1981
J C Compton letter dated Jan. 21, 1981
3 copies of contractors request for increasing days

3-4-81

CTK -

Do not agree with Region & Resident.

Recommend we grant 7 days due to the nature of the project overruns & underruns.

BBJ

Contract 9008 Time Extension Request Analysis.

Total Pay	$2,104,905.00
Total Bid	1,949,353.00
Overrun	155,552.00
A.C. Adjustment	− 194,731.00 (No affect on time.)
Under run	$39,179.00 or 2%

BI 18, 19, & 20 Cl. B A.C. & Liquid A.C.

Total Bid	$1,232,725.00	
Total Pay	1,047,685.00	Contract.
A.C. Under run	185,040.00	or 9½% of total
Total Contract under run	− 39,179.00	
Work added to other bid items	145,861.00	or 7½% of total contract

The ~~add~~ deleted A.C. work had high unit costs and would probably take less time to complete than the added items of work. Allow 1 additional day for increase in quantities.

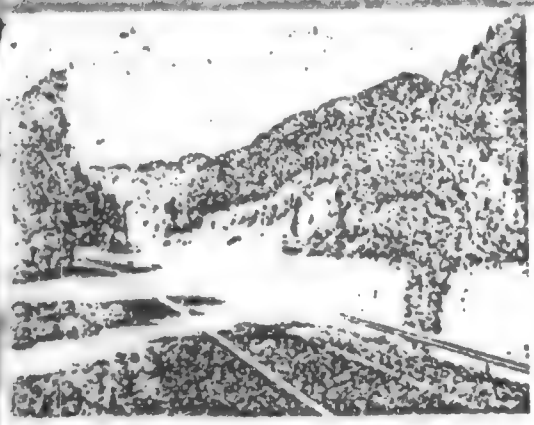
Allow 3 additional days for extra work.

Allow 1 additional day for staking error.

Adjust for weekends

Total = 5 days × $\frac{7}{5}$ = 7 days

N.I. ~~one~~ 5 MARCH 81



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86

McMINNVILLE, OREGON 97128

September 5, 1980

Chet Anderson, Resident Engineer
P. O. Box 1104
Astoria, OR 97103

Re: Extention of Contract Time
Westport-Clatskanie Section
OSHD Contract #9003
Compton Job #729

Dear Chet:

We would like to request an extention of contract time to complete the subject project on behalf of our subcontractor, Husky Fence.

In accordance with section 108.03(a) of the standard specifications for highway construction, we herewith request an extention based on the following contract quantity changes:

Bid No.	Description	Original Quantity	To Date Quantity Placed
9	General Excavation	6,000 CY	6,799 CY
14	Aggregate Shoulders	3,400 Ton	9,900 Tons
15	CTB	11,850 Ton	15,400 Tons
22	12" Culvert Pipe	222 LF	1,035 LF
41	Concrete Barrier	450 LF	1,837 LF

The formal form with consent of surety will be submitted at a later date.

Your consideration of this request would be greatly appreciated.

Sincerely,

J. C. COMPTON COMPANY

By Terry Guisinger
Terry Guisinger

TG:lm

(Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Big Creek, Rock Creek-Gnat Creek & Westport- Clatskanie Date October 8, 1979 19

Highway Columbia River Contract No. 9008

County Columbia Prefix 005-1119

Contractor J. C. Compton Co. F. A. Project No. State

Address P. O. Box 86, McMinnville, Oregon 97128 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Document change in quantities at no change in unit cost of Bid Items number 30, 32, 33, 36 and 41.

Locations by station numbers:
Station 42+00± to Station 898+00±, Unit 2.

Names of pay items, estimated quantities and agreed prices:

Item No.	Item	Unit	Unit Price	Bid Quantity	Bid Amount	Revised Quantity	Revised Amount
30	Guard Rail, Type 2A	Lin. Ft.	$10.50	3338.0	$35,044.00	2[illegible]00.5	$[illegible]3,105.
32	Guard Rail Anchors, Type 1	Each	$275.00	37	$10,175.00	36.	[illegible]
33	Guard Rail Anchors, Type 2	Each	$280.00	19	$5,320.00	14	[illegible]
36	Rail End Pieces, Type C	Each	$130.00	39	$5,070.00	38	$4, [illegible]
41	Concrete Barrier	Lin. Ft.	$24.00	450	$10,800.00	1837.5	$[illegible]10[illegible]
					$66,414.00		$8[illegible]

Change in amount = $19,551.25

Specifications, basis of measurement and other provisions:
For contract bid items number 30, 32, 33, 36 and 41, change "Bid" quantities and amounts to "Revised" quantities and amounts as listed above, there veing no change in the bid unit pric on these items.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization		$2,184,627.62
Present estimate of project cost, including $19,551.25 for work under this order		$2,184,627.62
Expected under-run / over-run (amount)		$ 0
Expected under-run / over-run (per cent)		0

Space to right of this line is for use of Salem Office

Submitted by: C Anderson Chet Anderson Region Engineer

Approval Recommended: L. C. Wentz Reg E Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer DC 10-23-79

Signed C. E. Anderson Contractor

Approved: C. V. Kinsey 10/18/79 Assistant State Highway Engineer

Husky Fence Company, Inc.

290 QUARRY ROAD
ROSEBURG, OREGON 97470
503—673-8256

J.C. COMPTON CO
RECEIVED
JAN 14 1981
READ

January 12, 1981

Alan Hay
J.C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

RE: Contract #9008
Time Extension

Dear Alan,

I thought we requested additional days back in September of 1980 but it seems something or someone goofed. We feel we have additional days coming due to the extra work performed on the job. We replaced 1100' of damaged guard rail on force account work. We spent one day redoing some radius rail because some private property owner didn't like the way the state had it done the first time. We had to have special radius rail in some locations that took extra time to have formed.

We feel that the extra work performed is sufficient to warrant a ten day time extension.

Sincerely,

Howard Ingram

HI/ll

5545

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 23 1981
NORMA PAULUS
SECRETARY OF STATE

February 20, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9008

A-1 Readymix Concrete Co., Inc.
P. O. Box 204
Astoria, OR 97103

RECEIVED
FEB 24 1981
NORMA PAULUS

Attention: John McLoughlin
Office Manager

Gentlemen:

This will acknowledge receipt of your letter of February 10, with attached ledger account, indicating that Husky Fence Company owes you for materials in the amount of $3,303.06 furnished on Contract No. 9008.

The claim states this is in reference to the J. C. Compton Company Contract No. 9008 for work on Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

The Seaboard Surety Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing. The Performance Bond put up by the contractor assures payment if the contractor for some reason is unable to pay. This filing of your claim with the Secretary of State will protect your claim under the bond.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

RECEIVED
FEB 25 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FILED

3-30-81 lmc

COPY FOR: R. W. GORMSEN, Room 121
State of Oregon, Transportation Bldg.
Salem, Oregon 97310

Road Mi

P.O. [illegible] Astoria, Oregon 97103

February 10, 1981

United Pacific Insurance Company
P. O. Box 1478
Tacoma, WA 98401

Attention: Claims Department:

Reference: Bond #UO 85413
Husky Fence Co.
299 Quarry Road
Roseburg, Ore. 97470
Project #9008 -- State of Oregon
Klaskanine-Big Creek

Gentlemen:

Enclosed please find copies of our ledger account with the Husky Fence Co., of Roseburg, Oregon, showing balance owing since September 10, 1980. We have been unable to secure payment of this long past-due account, in spite of numbers of telephone calls to both Husky Fence Co. and the prime contractor, J. C. Compton of Hellinwille, Oregon. In a recent telephone conversation with Mr. Terry Guisinger, of J. C. Compton, we are advised that several [illegible] have placed claims with your insurance company, with regard to the Performance Bond shown above and we are therfore placing our claim in the amount of $3,303.06, covering materials furnished to the above listed State of Oregon Project #9008.

Please advise the undersigned, by retu.n mail, when we may expect payment of this overdue account. Thank you for your early attention to this request.

Very truly yours,

A - 1 Readymix Concrete Co. Inc.

By: [signature]
John Hallenbeck, Office Mgr.

[illegible]

861-1614 • 325-3701 • 738-6161

9008

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P.O. BOX [illegible]

McMINNVILLE, OREGON 97128

January 30, 1981

United Pacific Insurance Company
PO Box 1478
Tacoma, WA 98401

RE: ~~Bond 4066413~~
Husky Fence Company
OSHD #9008
Westport-Clatskanie

Gentlemen:

Please find enclosed a claim against Husky Fence Co. from Chinook Sales and Rentals which we received from the Oregon Department of Transportation. We are forwarding this claim since it could involve your above referenced bond.

By copy of this letter to Chinook Sales and Rentals, we are suggesting they direct future correspondence to you.

Sincerely,

J. C.COMPTON COMPANY

By____ _____
Alan Hay

FAH:sb
Enclosure
cc: Chinook Sales & Rentals
Seaboard Surety
Hansen & Rowland, Inc.
Oregon Department of Transportation

RECEIVED
FEB 3 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5530

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 15 1981
NORMA PAULUS
SECRETARY OF STATE

January 13, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9008

Chinook Sales and Rentals
P. O. Box 868
Clatskanie, OR 97016

FILED
JAN 15 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: H. G. Trass

Gentlemen:

The Highway Department in Astoria has forwarded to this office your letter of November 19, 1980, stating that Huskey Fence Company owes you for equipment rented in the amount of $1,628.48 for use on Contract No. 9008. Attached to your letter was a "Memo to File" from Kit Leshl, Officeman, indicating that you had been paid $1,000 and there is a remaining balance of $628.48.

Your letter indicated this was in connection with the J. C. Compton Company Contract No. 9008 for work on the Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

The Seaboard Surety Company through Hansen and Rowland, Inc. of Oregon, furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing. It has been our policy not to withhold funds due the contractor unless requested by the surety or upon court order. The performance bond put up by the contractor assures payment if the contractor for some reason is unable to pay.

Please advise this office when you have received payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:bak

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Seaboard Surety Company
1001 4th Avenue
Seattle, WA 98154

RECEIVED
JAN 16 1981
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED 0
1-19-81-dmc

Chinook Sales & Rentals
P.O. Box 868
Clatskanie, Oregon 97016
November 19,1980

Oregon State Hyway Department
P. O. Box 1104
Astoria, Oregon 97103

We would like to notify you of our claim for unpaid bills owed us, by Husky Fence Co. These bills were for equipment rented by Husky Fence Co. for the use on the Big Creek to Clatskanie job No. 9000. Total amount of these bills is: $1628.48. We are requesting a hold be put on any monies owed Husky Fence Co. until these bills are paid in full.

Sincerely,
Chinook Sales & Rentals
H. D. Hrass

MEMO TO FILE:

CALLED MR. TREES ON DECEMBER 30, 0830 @ 1000HRS. ASKED HIM IF HE HAS BEEN PAID THE $1,028.42 DUE HIM BY JOSH FENCE. HE INDICATED HE HAS BEEN PAID $1,000.00 WITH A BALANCE OF $28.42. HE DOES NOT KNOW WHEN HE WILL BE PAID THE REMAINING AMOUNT DUE.

OFFICER NO

RECEIVED
JAN 7
CONSUMER PROTECTION

9008

SEACOARD SURETY COMPANY
NEW YORK, N. Y.

January 21, 1981

J.C. Compton Company
P.O. Box 86
McMinnville, Oregon 97128

Att: Alan May

RE: BOND 8863411
J.C. COMPTON COMPANY
CONTRACT #90008 CLATSOP & COLUMBIA
COUNTIES, BIG CREEK, ROCK CREEK-GRAT CREEK
& WESTPORT-CLATSKANIE GRADING & PAVING

#9008

Dear Mr. May:

We are in receipt of a carbon copy of a letter from Mr. Robert W. Cormsen, of the Department of Transportation, in connection with a bill allegedly owed by Hankey Fence Company to Chinook Sales and Rentals on the above captioned. You are also shown as having received a carbon copy of this letter.

It would appear that this is another claim that you should refer to Hankey Fence's bonding company, United Pacific Insurance Company. When you refer this matter to them, would you please provide us with a carbon copy of your letter, so that we know that this matter is being taken care of.

Thank you for your cooperation.

RECEIVED
JAN 26 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATIO

Very truly yours,

MARK PESCOLANO,
Attorney, Law & Claim Dept.

MP/ns
cc: Robert W. Cormsen - Commission Services -Dept. of Transportation
cc: Chinook Sales & Rentals
cc: Walt Hingel -Contract
cc: Mike Mathews -Seattle

Big Creek-Clatskanie Project
Columbia River Highway
Clatsop & Columbia Counties
Contract No. 9008

ADDENDUM NARRATIVE REPORT

The traffic control provisions on the project included advance "Construction Ahead" signing at each end of the project, at the ends of the units and at all roads entering onto the highway within the project. The plans and specifications provided for signing, coning, flagging, and use of pilot cars for construction activity in progress that were in conflict with two-way traffic. Also provided by the plans and specifications was signing for abnormal conditions like Bump, No Passing, Abrupt Edge Left, etc. The traffic control features used on the project were in general incorporated and used during construction as set up by the project's plans and specifications and adaquate traffic control for the conditions that developed on the project while the contract work was being done.

1 Verstoeg ✓
Anderson
2 Christensen Doc
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RECEIVED
JAN 14 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Keasey
Jachmond
Hopkins
Williams
Johnson
Olsen

RECEIVED
JAN 14 1981
CONSTRUCTION BRANCH

Richards
Inlow
Widmer
Gebauer
Church

XC: Road Design

REFERRED TO
2 Beard 1/6/81 Stoudenmayer DMS
Cole Mann
Eriksen Watson
Heger Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Big Cr., Rock Cr.-Gnat Cr. And Westport-Clatskanie
Highway: Colombia River
County: Clatsop and Colombia

Contract No.: 9008
Prefix: 5-1119

SUMMARY

Item	Original	Semifinal	+%
Bid Items	$1,949,352.75	$1,901,657.05	-2
Anticipated Items	141,200.00	202,663.99	+44
Contingencies	94,074.87	(est.) 5,000.00	-95
Engineering	167,244.22	(est.)140,000.00	-16
TOTALS	$2,351,871.84	$2,247,921.04	-4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Item No.	Item	Original	Semifinal	+%
B.I. 9	General Excavation	$48,000.00	$56,338.88	+17

Typical sections in Plans did not take into account extra widening at bottom of excavation necessary to accommodate side slope on cement treated base aggregate.

B.I. 14	Aggregate Shoulders	$32,640.00	$97,882.08	+200

Prejob estimates did not allow for irregularities of terrain on the job which required the use of the additional aggregate.

B.I. 15	Cement Treated Base Mix	$106,650.00	$139,326.35	+31

See explanation under B.I. 9.

B.I. 18, 19	Class B A.C. Mix	$806,000.00	$729,690.07	-9

Contractor was instructed before paving began to reduce the quantities of these items by 10% due to a shortage of funds at the time.

B.I. 20	Asphalt Cement in Mix	$426,725.00	$318,205.55	-25

See explanation under B.I. 18,19.

6001	Asphalt Cement Adjustment	$122,000.00	$195,047.41	+60

Asphalt prices increased much more rapidly than anticipated.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
NOV 2 1980
ROAD DESIGN SECTION
Do Not Fold
Return To
Initial
Action

9008

Form [illegible]-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

BIG CR., GNAT CR., WESTPORT-CLATSKANIE — 1/7/81 R. Stevenson
Cont. No. 9008
J.C. Compton, Contractor
Chet Andersons R.E.

POSSIBLE PRICE REDUCTIONS (-)

DATE	TONS	100% PAY	OSND Standard	OSND 1980 Statistical	OSND Jan 1981 Statistical	FHWA Early 1980		WYOMING/ COLORADO		
5/28/80	3,200	$57,792	$4,820	$28,896	$8,669 ①	$34,675		$8,669 ①		The test sections were placed on a 4% grade with a 25' radius curve. Traffic was maintained on the existing roadway during construction. Maximum density was obtained after 4 passes of the vibratory roller.
5/29	3,044	54,967	—	27,484	—	—		—		
5/30	3,492	63,062	—	—	—	—		—		
6/2	2,885	50,920	595	25,460	4,659	—		2,796		
6/3	4,173	73,652	78	7,365	—	—		—		
6/4	3,156	55,698	189	2,785	5,176	—		2,902		
"	1,087	19,635	762	982		982				
6/5	2,866	50,576	—	—	—	—		—		
6/6	2,439	43,051	—	—	—	—		—		
"	1,510	27,266	—	—	—	—		—		
6/9	3,747	66,135	—	13,227	—	—		—		
6/10	3,493	61,658	83	18,497	—	3,083		—		
6/11	1,793	31,649	—	633	—	—		—		
6/12	1,808	31,909	—	—	—	—		—		
6/16	3,775	68,167	—	1,363	—	—		—		
6/17	1,150	20,294	—	—	—	—		—		
"	2,498	45,108	—	—	—	—		—		
6/18	2,256	39,816	—	(+) 796	—	—		—		
"	1,286	23,226	—	—	—	—		—		
6/19	394	7,115	—	(+) 142	—	—		—		
"	2,460	43,418	—	—	—	—		—		
6/20	3,576	63,111	—	—	—	—		—		
6/23	2,659	46,931	—	4,693	—	—		—		
TOTALS	58,747	$1,045,158	6,527	130,447	18,504	38,740		14,367		
PERCENT REDUCTION			0.62%	12.48%	1.77%	3.71%		1.37%		

#9008

SEABOARD SURETY COMPANY
NEW YORK, N. Y.

December 16, 1986

J.C. Compton
P.O. Box 66
Hathawville, Oregon 97138

RE: BOND #940411
J.C. COMPTON COMPANY
CONTRACT NO. 9008
CLACKAMAS & COLUMBIA COUNTIES,
BIG CREEK, ROCK CREEK-GRAY CREEK
& WESTFORD-CLACKAMAS GRADING & PAVING

Gentlemen:

We are in receipt of a carbon copy of a letter from the Department of Transportation dated November 25, 1986, stating that they had received a Notice of Claim from Concrete Products Inc., on the above captioned.

Could you please give this your immediate attention and advise us of your position in this matter.

Thank you for your cooperation.

Very truly yours,

MP/ms

MIKE PERSOLINO,
Attorney, Law & Claim Dept.

cc: Robert W. Sorensen, Commission Services
Dept. of Transportation
cc: Concrete Products Inc.
cc: Walt Ringel -Contract
cc: Mike Matthews - Seattle

RECEIVED
19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9008. 5503

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 26 1980
NORMA PAULUS
SECRETARY OF STATE

November 25, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
#9008

Concrete Products, Inc.
1420 E. 3rd
Kennewick, WA 99336

FILED
NOV 26 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated November 10, 1980, stating that the Husky Fence Company owes you $25,449.38 for material.

The claim states this is in connection with the J. C. Compton Company Contract No. 9008 for work on the Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie Sections of the Columbia River Highway in Clatsop and Columbia Counties.

Seaboard Surety Company furnished the bond on this contract. We will advise them and the prime contractor of the receipt of the claim. We will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gorsen
COMMISSION SERVICES

RECEIVED
NOV 28 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

J. C. Compton
P. O. Box 86
McMinnville, OR 97128

NOTED ON CARD
12-1-80 dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOVEMBER 10, 1980

FROM: Concrete Products, Inc.
1420 E. 3rd
Kennewick, Washington 99336

TO: Bob Gormsen
Manager Commission Services
Room 121 - Department of Transportation
Salem. Oregon 97310

NOTICE OF CLAIM

Contract: Oregon State Highway Department #9008

What: 1837.50 LF of Concrete Median Barrier

Money Owed by: Husky Fence Co.
Howard Ingram - Owner
290 Quarry Road
Roseburg, Oregon 97470

Amount Owed: $25,449.38 (Our invoice # 838 billed 8-19-80 & #844 billed 9-5-80)

CC: J. C. Compton Company
Alan Hay
PO Box 86
McMinnville, Oregon 97128

RECEIVED
NOV 1 2 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P13 3532344
MAIL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie		WEEK ENDING: September 20, 1980
		SECTION PREFIX: 005-1119
HIGHWAY: Columbia River		COUNTY: Clatsop & Columbia
NAME OF JOB: Big Creek, Rock Creek-Gnat Creek and Westport-Clatskanie	KIND OF WORK: Grading and Paving	
CONTRACTOR: J. C. Compton Company	CONTRACT NUMBER: 9008	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 6, 1979	DATE WORK STARTED: May 1, 1980	ESTIMATED COMPLETION DATE: September 6, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 385	CALENDAR DAYS USED 392
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 102%
PROJECT AUTHORIZATION: $2,351,871.84		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $2,184,627.62	ENGINEERING AUTHORIZATION: $167,244.22	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,184,627.62	ENGINEERING COST TO DATE: $103,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%
ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 62 %	DATE PROJECT WAS COMPLETED: September 12, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	14.5	14.5			14.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED	14.5	14.5			14.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,940 CY	18,000 TON			58,500 TON
TOTAL QUANTITIES CORRECTED TO DATE	10,000 CY	15,469 Ton			58, 794 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,000 Cy	15,469 Ton			58, 794 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

RECEIVED
SEP 22 1980
CONSTRUCTION BRANCH

Kreasy, Richards, Jackmond, Berg, Hopkins, Intoes, Williams, Widmer, Johnsen, Gebauer, Glenn, Chords

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 14	No activity.
15 MONDAY	No activity.
TUESDAY 16	Went over punch list with inspector.
17 WEDNESDAY	Performed general cleanup of project area.
18 THURSDAY	Continued general cleanup.
19 FRIDAY	Continued general cleanup.
20 SATURDAY	Anticipate no activity.

REMARKS

The contractor completed the project except for general cleanup of the area on Friday, September 12, 1980. The contractor cleaned up the area this week. The day charges for the project was stopped September 12, 1980..

This is the last report for this project.

SIGNED C Anderson LOCATION Astoria

Chet Anderson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP7-210

4008

2-W

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: June 5, 1979

SUBJECT:
Big Creek Bridge, 7417
Gnat Creek Bridge, 921
Plympton Creek Bridge, 185A
Clatskanie River Bridge, 7519
Big Creek, Rock Creek-Gnat Creek &
Westport-Clatskanie Section
[redacted] Highway
Clatsop and Columbia Counties

In the subject sections, all AC wearing surface should be removed from the bridge decks. A two inch overlay could then be placed across the structures.

JEB:dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 05 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Beard Staudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

REFERRED TO
Beard Staudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

81-125-1367

7009

Department of Transportation

ROBERT W STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1979

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, Oregon 97301

Subj: M.P. 76.83-Rock Creek
Lower Columbia River Highway
Clatsop County

Dear Mr. Green:

We are submitting the following information for an overlay and safety project for your review.

The existing concrete pavement is 20 feet wide with narrow shoulders. The pavement is showing distress by cracking and breaking up caused by water in the subgrade.

We propose to overlay the existing concrete pavement with asphalt concrete; stabilize the shoulder areas with cement treated base or a cement treated cubgrade. The final overlay and base design to be determined after field investigation by Clarence Gregg, Base Design Engineer. The finished roadway width will be two 12-foot travel lanes and two 4-foot shoulders.

Four-inch perforated drainpipe will be installed at each edge of the existing concrete pavement. Additional 6 and 8-inch drain pipe will be installed in the shoulder or ditch area in places where water has been intruding into the subgrade.

The existing structure at Gnat Creek will be protected by the standard installation of guardrail. Additional guardrail will be added at other hazardous locations.

The present ADT for this section is 3000. Right of way has been acquired to reconstruct this section on revised alignment on some portions of the present route. This requires extensive earthwork and drainage.

RECEIVED
TECHNICAL SERVICES
JUN 4 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Act | File

Form 81-731-0027 (9-77)

To: G. Green

June 1, 1979

Due to the shortage of highway funds and the need to repair and preserve the existing roadway structure and to improve the safety on as many miles as possible, we request your approval of the proposed safety and overlay on a 32-foot roadway section.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:cj

cc: E.S. Hunter
D.H. Moehring
G.O. Fredrickson
L.K. Watson

9008

2W

Salem, Oregon
May 29, 1979

Lyle K. Watson
Design Engineer Supervisor

Leonard L. Wallace
Bridge Design Engineer

Big Creek, Rock Creek-Gnat Creek
& Westport-Clatskania Section
~~Lower Columbia River Highway~~
Clatsop & Columbia Counties

A 4 inch overlay of the existing highway is proposed for the sections of highway noted. Please review and submit your recommendations for handling the overlay at the following structures:

MP 82.52 - Br. No. 7417 - Big Creek

MP 77.25 - Br. No. 0921 - Gnat Creek

MP 70.71 - Br. No. 0185A - Plympton Creek

MP 61.21 - Br. No. 7519 - Clatskanie River

LKW:ab
cc: W. E. McGill

Vorstrag
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 30 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

7009

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-1(6)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80375

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-17-78	Primary 1	Primary 2W

GENERAL LOCATION:

MP 76.83 Rock Creek Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including utility preparatory work and archeology salvage TEC NTE $29,200 - F.F. $25,040
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 10, 1978, letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e. This authorization is subject to compliance with the CZM Act.

NOTED
F. B. KLABOE
Swan 8-23

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-17-78	G. K. Hansen	for Division Administrator

FORM FHT-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

1979 N.E. 8th St.-S.W. 9009
Naterlin Dr. (Newport) Sec.
(Paving)

9009

L.

M - 3 - 9

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Road & Driveway Co. No. 9009	SE 8th St.-SW Naterlin Dr.(Newport) Lincoln County	March 11, 1980
Tice Electric, Inc. No. 8857	SE Bybee Blvd. @ SE 23rd Ave. Multnomah County	March 11, 1980
Ross Bros. Const., Inc. No. 8924	Lafayette Hwy.-Webfoot Rd. Yamhill County	March 12, 1980
S.D. Spencer & Sons No. 8341	Garden Valley Blvd. Intchge. Douglas County	March 14, 1980
J.C. Compton Co. No. 8936	Odell Lake-Camp Makualia Rd. Klamath County	March 20, 1980
Hamilton Elect.,Inc. No. 8912	The Dalles/Calif. Hwy. @ Nels Anderson Pl. (Bend) Deschutes County	March 24, 1980
Holst Const. Co. No. 8870	Camp Creek (E.W.E.B. Canal) Bridge Lane County	March 24, 1980
Humphrey Const.,Inc. No. 8695	E. Burnside St. U'Xing. Multnomah County	March 27, 1980
R. A. Hatch Co. No. 8764	S. 6th St.-E. Side Bypass (Klamath Falls) Klamath County	March 31, 1980
Douglas S.Coats Const. No. 8867	Willow Creek Bridge Gilliam County	March 31, 1980

April 3, 1980

C. T. Keasey
Asst. State Highway Engineer

9009

March 13, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
Contract #9009

Gentlemen:

Contract No. 9009 awarded to Road & Driveway Co. for paving on Northeast 8th Street-Southwest Naterlin Drive in Newport in Lincoln County was completed on October 17, 1979, and accepted by the State Highway Division on March 11, 1980.

Final payment in the amount of $10,859.35 will be released to the contractor after March 18, 1980. The total contract amount is $216,229.77 including $2,867.42 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

dmm

cc: Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

Mansfield & Co.
1311 N.E. 21st Avenue
Portland, OR 97209

bc: C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Macek
C. O. Fredrickson

9009

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE 8th St. - SW Naterlin		WEEK ENDING: March 1, 1980
		SECTION PREFIX: 21-1137
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: NE 8th St. - SW Naterlin Dr. (Newport)	KIND OF WORK: Paving	
CONTRACTOR: Road & Driveway Co.	CONTRACT NUMBER: 9009	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 6, 1979	DATE WORK STARTED: August 27, 1979	ESTIMATED COMPLETION DATE: -----
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 61
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 102
PROJECT AUTHORIZATION: $ 311,239.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 286,599.90	ENGINEERING AUTHORIZATION $ 24,679.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 217,500.65	ENGINEERING COST TO DATE $ 22,389.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 22 %	PERCENT OF AUTHORIZATION: 91 %	DATE PROJECT WAS COMPLETED: October 17, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

K

Keesey Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnsen Gebauer
Glas... Church

RECEIVED
MAR 3 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

All semi-final data submitted on Tuesday, February 26, 1980.
Final weekly report.

SIGNED Charles W. Elroy, Res. Engr. LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

6-20-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: TQF-2-4(5)

STATE PROJECT NO.: See below

COUNTY NAME: Lincoln

PROGRAM NO.:

ITEM NO.: 90009

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

G. L. Green, Division Administrator
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '79

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-22
OK GK
for

PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE: 6-20-79

FEDERAL ROUTE NUMBER: Primary 2

STATE ROUTE NUMBER: Primary 9

LOCATION:

N.W. 8th St. - S.W. Naterlin Drive (Newport)

DESCRIPTION OF WORK:

Program Change

AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

As requested in Mr. Swan's letter of June 13, 1979, I approve the revised preliminary engineering costs to a TEC of $22,000 with Federal participation limited to $18,870. (Increase TEC $9,000 - Federal Funds $7,720.)

6-20-79	SIGNATURE OF APPROVING OFFICIAL	TITLE
	S. K. Hansen	for Division Administrator

1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9007

9

21-1989

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 18, 1979

1 Versteeg
Anderson
2 Christensen
Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 19 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

John - file copy
o.k.

City of Newport
810 SW Alder
Newport, OR 97365

Attn: Donald A. Davis
City Manager

Subject: NW 8th St.-SW Naterlin Dr. Section
Oregon Coast Highway

Dear Mr. Davis:

We held your May 24th letter to complete the survey before responding.

We are disappointed the City of Newport is unwilling to remove the remaining parking from this section of the Oregon Coast Highway. Removing parking provides sufficient room for a fifth or left turning lane in the center of the highway. Such a lane is much safer than the current curb parking.

Our current design calls for four inches of overlay in the traffic lanes tapered to virtually zero thickness at the curb gutter. This eliminates impeding any drainage, particularly that from roof drains. It also retains the existing curb height and eliminates most of the necessity to raise any driveways. At the most, we do not comtemplate more than a few inches width of AC extended onto the driveways at the curb line. Should we need any greater encroachment, we will replace any existing PC driveways in kind.

We are reluctant to reduce the overlay thickness. We currently utilize a ten-year minimum design period matching the Federal requirements on all of our overlays. We hesitate and do not plan on less at this time.

We do look forward to working with you on this project which

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen / Watson
Heger Dorn Lau
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

we tentatively anticipate to contract in August. As quickly as preliminary plans are available, our Resident Engineer at Newport, Chuck Elroy, will review them with you. Thank you for this opportunity to respond to your concerns.

Very truly yours,

ORIGINAL SIGNED BY GERALD WIMER

Gerald Wimer
REGION CONSTRUCTION ENGINEER

GW/gl
cc: Hal Versteeg w/ Attch.
F. E. Terpin
Howard Johnson
Chuck Elroy

9010

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-23-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: TQF-2-4(5)

STATE PROJECT NO.: See Below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90009

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-23-78	Primary 2	Primary 9

GENERAL LOCATION:

N.W. 8th St. - S.W. Naterlin Drive (Newport)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including utility preparatory work TEC NTE $13,000 - F.F. $11,150
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-13-78 letter.

Swan 10-26

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-23-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-757

9010

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: NW 8th St SW Waterline Dr. Coast Hwy 101

DATE: September 5, 1978

The state has reviewed your project and reached the following conclusions:

[ ] No significant conflict with the plans, policies or programs of state government have been identified and your proposal may proceed.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

9-13-78
copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson, Region 2
R. A. Kuehn, Dist. 3
Paul Burket, Aeronautics
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
FOR
Info Eng R/W Bdg Spec Act File
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S.COULTER

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 8 1978
STATE PARKS

PNRS STATE REVIEW

Project #: 7808 2 250 Due Date: SEP 1 '78

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David B Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 8 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7808 2 250 Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

(F2) 9010

DEPARTMENT OF TRANSPORTATION

NOTED
H.S. COULTER

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 31, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, OR 97330

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 4
Section: NW 8th St.-SW Waterline Dr. (Newport)
Highway: Oregon Coast US 101
County: Lincoln

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 31, 1978.

DLG: dmc

Attachment

cc: **G. L. Green**
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 : C.O. Fredrickson
District 4 : H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG - 3 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: Department of Transportation [45] | 46] DIVISION: Highway [79]

03 12] APPLICANT ADDRESS STREET: O'DOT Building [45] | 46] CITY: Salem [60] | 76] ZIP: 97310 [80]

04 12] CONTACT PERSON: D. H. Moehring [45] | 46] AREA CODE: 503 [48] | 49] PHONE: 378 [55] | 56] EXTENSION: 6563 [59]

01 12] PROJECT TITLE: N.W. 8th St.-S.W. Waterline Dr. (Newport) [71]

11 12] PROJECT LOCATION—CITY: Oregon Coast US-101 | PROJECT LOCATION—COUNTY: Lincoln | PROJECT LOCATION SEC: T: R: [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The proposal is to overlay the travel and parking lanes of the existing facility. [71]

07 12] Some sections may also require some foundation improvement. In-street utilities would also require some adjustment. [71]

08 13] [71]

09 12] [71]

10 12] [71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,000		35,000			250,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79]

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71]

15 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | 46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	July 31, 1978	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH	42]	43] DAY	44]	45] YEAR	46]
	August		31		1978	

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 31, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major _____ environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section NW 8th St.-SW Waterline Dr. (Newport) Date June 7, 1978

Unit (if appl) _____

County Lincoln City Newport

Highway Oregon Coast State Hwy. No. Oregon #9 FAP 2

Termini: M.P.(if appl) 140.0-141.3 Length 1.3 miles

Region 2 Construction Estimate $250,000 Program Amount

B. Purpose of Project:

The proposed project is to resurface the existing facility to improve highway safety and minimize maintenance.

C. Origin & History of Project:

The project has been included in the Six-Year Highway Improvement Program as adopted by the Transportation Commission February 22, 1978. An Authority for Survey dated May 16, 1978 has been forwarded for processing.

D. General Description of Project:

The proposal is to overlay the travel and parking lanes of the existing facility. Some sections may also require some foundation improvement. In-street utilities would also require some adjustment.

Alignment: New _____ Existing XX Combined _____

Typical Section: Existing: No. Lanes 4 ; Med. 0 ; Shldrs. 0 ; Parking Yes

* See note Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 14,000 ; Projected ADT 23,800 ; Yr. 2000

Existing Level of Service C - D

Proposed Facility: Projected ADT 23,800 ; Yr. 2000

Projected Level of Service D - E (*See note)

734-3953 (10-75)

* Note - The City of Newport is considering the possibility of striping the highway in the project limits for four travel lanes and a continuous left-turn lane, extending the highway configuration that is northerly of the project. This proposal would eliminate parking along the Oregon Coast Highway throughout the Newport central business district. This procedure is recommended by the Region Traffic Engineer to improve traffic flow, minimize the existing high accident rate, and to maintain a level of service C for the next 20 years. Modifying the travel lanes and eliminating parking would require an agreement between the D.O.T. and the City of Newport.

Right of Way: Additional anticipated ~~No~~ YES; if yes, give approx. No. Parcels 1
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow or waste disposal sites would not be required. Commercial sources are available to supply surfacing material.

Type of Structure(s):

None involved

Brief Description of River or Stream and Type of Involvement, if any:

None involved

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

The proposed project is included in the Six-Year Highway Improvement Program as adopted by the Transportation Commission February 22, 1978.

Location or Design Alternatives (identify and describe):

The proposal is to resurface an existing facility. Location or design alternatives are not considered.

Other Descriptive Information or Comments:

A bike route following a parallel alignment is being considered. Construction of a bikeway along this route is not required because no construction, reconstruction or relocation of highway is involved.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project extends through the central business district of Newport, Oregon, practically all natural vegetation adjacent to the highway has been removed or modified by commercial and residential development. Wildlife species remaining are those that have adopted to living within an urban environment. The terrain is the flat to rolling terrace lying above the ocean beach and skirting the foothills of the coastal mountain range. Soils are generally the weathered surfaces of underlying siltstone, sandstone and marine sedimentary rocks (mudstone). At the southerly end of the project, the terrace is interrupted by the Yaquina Bay entrance.

2. Cultural:

Newport (population 6,550, 1977) is the third largest seaport town along the Oregon Coast. In addition to port activities, the timber industry, fishing, seafood processing and recreational resources all add to the social and economic stability of the City. Within the project limits, commercial development extends along both sides of the highway, with an intermix of commercial and residential development fronting on streets and roads between the highway and the ocean on the west and the Yaquina Bay shore to the east and south.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required

2. Estimated Impact on Traffic Patterns:

Temporary disruption of traffic during construction.

Consequences--Air Quality, Noise, Safety, etc.:

The improved skid resistance of the surface overlay would improve highway safety.

3. Estimated Impact on Land Use:

No impacts on land use are anticipated as a result of the overlay project, however, a slight business impact may accompany the removal of on-street parking (not presently a component of this project).

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

Modification of travel lanes that would eliminate parking would be potentially controversial. However, except for the convenience and economy of striping an unmarked highway, lane modification would be unrelated to the overlay project.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

Enforcement of standard specifications that are a part of all contracts would assure protection of water quality.

d. Area Land Use and Transportation Plans, and Zoning

Improving an existing facility is consistent with land use and transportation plans and zoning.

C. Recommended Type of Action and Documentation:

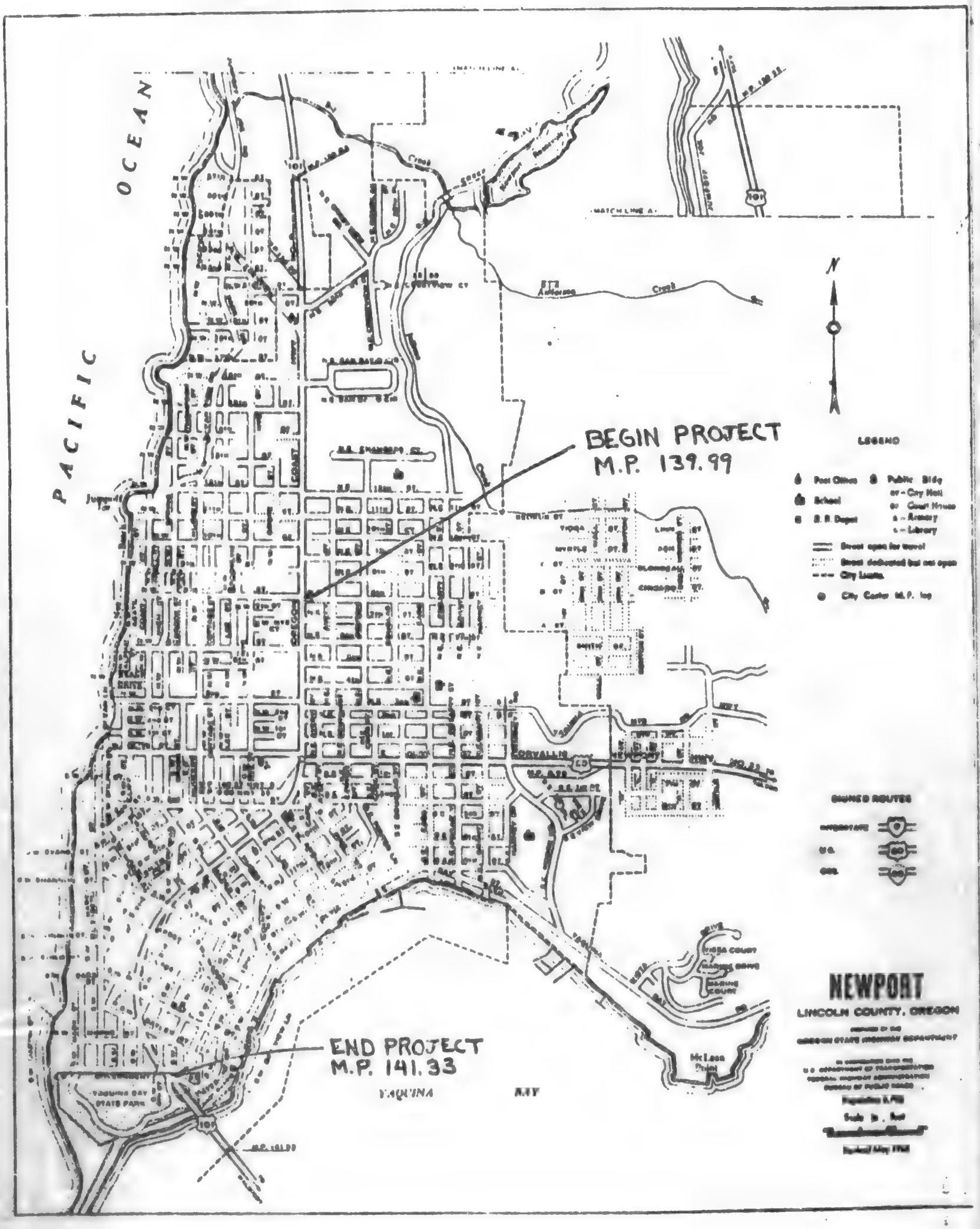
----------MAJOR ACTION---------- XX ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	XX ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2, paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ___ 1 ___ 2 XX 3 ___ 4


PACIFIC
OCEAN
BEGIN PROJECT
M.P. 139.99
END PROJECT
M.P. 141.33
YAQUINA BAY
N
LEGEND
SIGNED ROUTES
NEWPORT
LINCOLN COUNTY, OREGON

.1979 Schaff Rd.-W. Washington 9010
.St. (Stayton) Sec. of Gardner
.Ave.(Gr. & pav.)

CIA 6244; 2-23-78

CIA-5846, 1-17-77

769-3425

AO 701

DE { SCA #1680
cc 1822

$1,562 all SCA funds

324-1402

324-1937

$79,570 for Construction

6/1/79

Plans OK

Waited for Billing from
was told eng. now will
be finalized when Jan finish
13 obs

2-23-82

To Feds 4-16-82

Sent to Const. Eng

CIA 6244; 2-23-78

CIA-5846, 1-17-77

769-3425

AD #01

DE { SCA #1680.00
cc 1822

#1,562 all SCA funds

324-1402

324-1937

$79,000 for Construction

6/4/79

Plans OK

Waiting for B. Wong from Westtek Eng. now will be finalized when Jan Tosh is out

2-23-82

To Feds 4-16-82

State to do Const Eng

Jan 1978

1015

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

HIGHWAY DIVISION

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	INVOICE NUMBER / BILLING REQUEST NUMBER
6-21-82		☐ PARTIAL ☒ FINAL		

BILL TO:

City Council

City Hall

Stayton, Oregon 97383

CODE

CREDIT DISTRIBUTION

CA 9916

324.00 400.00

324-1038-296-00-000 400.00

324-1038-295-00-000 400.00

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Final Settlement on Shaff Rd. - Washington St.
Stayton → SOS-2402(1)

Total Project Cost	$ 80,734.58
Less: Federal Funds	-64,500.00
Less: SCA Funds	-16,234.58
Less: City Advance Deposit	-200.00
Refund Due City of Stayton	$ 200.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT: Ext 86011
Harold Reynolds PH: 1-800-452-7813 FOR CORRECTNESS OF CHARGES
OR Dian Dalida PH: 1800-452-7813 Ext 5035 PREPARER OF INVOICE

Advance Deposit Amount	$ 1880.00	AMOUNT DUE	$
Advance Deposit: Previously Transferred to Highway Fund	$ 1,280.00	SUBMITTED BY	D Dalida
Balance	$ 600.00	APPROVED BY	
Transfer to Highway Fund	$ 400.00		
Refund Due	$ 200.00		

734-1191 (0-81)

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	324	1936	922	00 P 1			9.06	
			TOT	P1			24.42	
			** JOB TOTALS **		**	**	24.42	**
SHAFF RD-WASHINGTN. STYTN	CONT NO		* FA PROJ NOS SOS 402001 100					STATE
	324	1937	296	00 N 9			1,280.00	
	324	1937	296	00 N 9			3,085.00CR	
	324	1937	298	00 N 9			1,805.00	
	324	1937	901	00 P 1			411.03	
	324	1937	905	00 P 1			664.32	
	324	1937	911	00 P 1			405.96	
	324	1937	914	00 P 1			2.50	
	324	1937	920	00 P 1			17.12	
	324	1937	921	00 P 1			692.75	
	324	1937	922	00 P 1			39.76	
	324	1937	923	00 P 1			11.58	
	324	1937	950	00 P 1			3.50	
			TOT	P1			2,253.52	
			** JOB TOTALS **		**	**	2,253.52	**
35TH AVE REALIGN (SALEM)	CONT NO		FA PROJ NOS M 635001 100					STATE
	324	1938	296	00 N 9		25.69CR	1,288.03CR	
	324	1938	298	00 N 9		25.69	1,288.03	
	324	1938	901	00 P 1			44.06	
	324	1938	905	00 P 1			810.72	
	324	1938	910	00 P 1			451.21	
	324	1938	911	00 P 1			183.85	
	324	1938	920	00 P 1			11.88	
			TOT	P1			1,501.72	
			** JOB TOTALS **		**	**	1,501.72	**
SALEM HILFICKER RD SUNNY-COMM	CONT NO		FA PROJ NOS SOS 403001 100					STATE
	324	1939	901	00 P 1			63.75	
			TOT	P1			63.75	
			** JOB TOTALS **		**	**	63.75	**
SALEM-DEARBORN AV-GLENBROOK	CONT NO		FA PROJ NOS M 705002 100					STATE
	324	1940	294	00 N 1			111.47CR	
	324	1940	296	00 N 9			77,015.00CR	
	324	1940	297	00 N 9			2,015.00	
	324	1940	298	00 N 9			75,000.00	
	324	1940	901	00 P 1	171.08	171.32	54,440.74	
	324	1940	901	70 N 1			562.96	
	324	1940	902	00 P 1			109.95	
	324	1940	903	00 P 1			1,536.99	

9010

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 6-17-1982

CITY Stayton Contract No. 9010 Date Completed 4-16-80

PROJECT # SOS-2402(1) Section Shaff Rd.-W. Washington St. Sec. on N. Gardner Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E.	
State	$ 1,642.36
City of Stayton	6,498.63
TOTAL P.E.	$ 8,140.99
Construction	
Payment to Contractor	$63,553.50
S.F.O. #1 Signing & Striping-bicycle path	563.59
Engineering	8,476.50
TOTAL CONSTRUCTION	$72,593.59

FEDERAL FUNDS	$64,500.00
S.C.A. FUNDS	16,234.58
CITY ADVANCE DEPOSIT	200.00
LESS PROJECT COST	80,734.58
REFUND DUE CITY	$ 200.00

Reference: Billing Form CC 82-14

(Please transfer $8,765.42 back to S.C.A. Funds)

To Jan Peterson - 6/17/82

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Shaff Rd.-Washington St. (Stayton) Stayton City Street Marion County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 1,642.36	
	City of Stayton	All Required			6,498.63	
	Total Participating Preliminary Engineering				$ 8,140.99	
	Construction Type Code 6201					
	Roadway (Sta. 0+14 To STa. 30+43)					
	Formal Contract Payment Summary	Lump Sum			58,196.82	
SFO	#1 Permanent signing and striping for bicycle path	All Required			553.91	
	Total Participating Construction Engineering				$58,750.73	
	Construction Engineering					
	State	All Required			8,309.39	
	Total Participating Project Cost				$75,201.11	
	Nonparticipating Project Cost					
	Formal Contract Payment Summary	Lump Sum			$ 5,333.47	
	Interest on Final Payments	All Required			23.21	
SFO	#1 Permanent signing and striping for bicycle path	All Required			9.68	
	Construction Engineering	All Required			167.11	
	Total Nonparticipating Cost				$ 5,533.47	
	Total Project Cost				$80,734.58	

Prepared based on Participating Costs as shown on Federal Billing as of 4/15/82.

AMOUNT CARRIED FORWARD

MEMORANDUM

324-1038
324-1937 424-1901

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD 2402(1) From: To:

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 553.91	$ 553.91	85.77%	$ 475.09	$ 475.09	$ 0.00
8,140.99	8,140.99	85.77%	6,982.53	6,982.53	0.00
72,039.68	66,506.21	85.77%	57,042.38	57,042.38	0.00
$80,734.58	$75,201.11	85.77%	$64,500.00	$64,500.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4/6/82 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

			TOT	N1					221 41CR
			** JOB TOTALS **			**		**	2,979.08 **
SHAFF RD-WASHINGTN, STYTN	CONT NO	* FA PROJ NOS	SOS	402001	100				STATE
	324	1937	295	00	N 9				1,280.00
	324	1937	296	00	N 9	5,177.53CR	5,177.53CR		8,262.53CR
	324	1937	298	00	N 9	5,177.53	5,177.53		6,982.53
	324	1937	901	00	P 1		7.55		418.58
	324	1937	903	00	P 1		6,498.63		6,498.63
	324	1937	905	00	P 1	168.18CR	168.18CR		496.14
	324	1937	911	00	P 1				405.96
	324	1937	914	00	P 1				7.50
	324	1937	920	00	P 1	17.12CR	17.12CR		
	324	1937	921	00	P 1	418.83CR	418.83CR		273.92
	324	1937	922	00	P 1	14.58CR	14.58CR		25.18
	324	1937	923	00	P 1				11.58
	324	1937	950	00	P 1				3.50
			TOT	P1		618.71CR	5,887.47		8,140.99
			** JOB TOTALS **			618.71CR**	5,887.47	**	8,140.99 **
35TH AVE REALIGN (SALEM)	CONT NO	* FA PROJ NOS	M	635001	100				STATE
	324	1938	294	00	N 1	6.78	56.64CR		895.38CR
	324	1938	296	00	N 9	419.00	1,883.87CR		17,627.93CR
	324	1938	298	00	N 9	419.00CR	1,883.87		17,627.93
	324	1938	901	00	P 1		14.01		120.54
	324	1938	903	00	P 1		778.44		12,591.57

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	324	1938	905	00	P 1				981.57
	324	1938	910	00	P 1	113.06CR			451.21
	324	1938	911	00	P 1				478.32
	324	1938	912	00	P 1				65.80
	324	1938	915	00	P 1		481.84		481.84
	324	1938	920	00	P 1				531.16
	324	1938	921	00	P 1	357.46CR	628.88		3,012.74
	324	1938	922	00	P 1				10.72
	324	1938	923	00	P 1				1,845.09
			TOT	P1		470.52CR	1,903.17		20,570.56
			TOT	N1		6.78	56.64CR		895.38CR
			** JOB TOTALS **			463.74CR**	1,846.53	**	19,675.18 **
SALEM HILFICKER RD SUNNY-COMM	CONT NO	* FA PROJ NOS	SOS	403001	100				STATE
	324	1939	296	00	N 9		2,123.14CR		2,349.70CR
	324	1939	298	00	N 9		2,123.14		2,349.70

** JOB TOTALS **

SHAFF RD-WASHINGTN, STYTN — CONT NO * FA PROJ NOS SOS 402001 100 — STATE

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
324	1937	295	00 N 9			1,280.00
324	1937	296	00 N 9	5,177.53CR	5,177.53CR	8,262.53CR
324	1937	298	00 N 9	5,177.53	5,177.53	6,982.53
324	1937	901	00 P 1		7.55	418.58
324	1937	903	00 P 1		6,498.63	6,498.63
324	1937	905	00 P 1	168.18CR	168.18CR	496.14
324	1937	911	00 P 1			405.96
324	1937	914	00 P 1			7.50
324	1937	920	00 P 1	17.12CR	17.12CR	
324	1937	921	00 P 1	418.83CR	418.83CR	273.92
324	1937	922	00 P 1	14.58CR	14.58CR	25.18
324	1937	923	00 P 1			11.58
324	1937	950	00 P 1			3.50
		TOT	P1	618.71CR	5,887.47	8,140.99
		** JOB TOTALS **		618.71CR**	5,887.47 **	8,140.99 **

35TH AVE REALIGN (SALEM) — CONT NO * FA PROJ NOS M 635001 100 — STATE

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
324	1938	294	00 N 1	6.78	56.64CR	895.38CR
324	1938	296	00 N 9	419.00	1,883.87CR	17,627.93CR
324	1938	298	00 N 9	419.00CR	1,883.87	17,627.93
324	1938	901	00 P 1		14.01	120.54
324	1938	903	00 P 1		778.44	12,591.57

TOTAL TO DATE JOB COST SUMMARY — APRIL 1982 — PAGE 646

DESCRIPTION OF JOB OR DEPARTMENT

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
324	1938	905	00 P 1			981.57
324	1938	910	00 P 1	113.06CR		451.21
324	1938	911	00 P 1			478.32
324	1938	912	00 P 1			65.80
324	1938	915	00 P 1		481.84	481.84
324	1938	920	00 P 1			531.16
324	1938	921	00 P 1	357.46CR	628.88	3,012.74
324	1938	922	00 P 1			10.72
324	1938	923	00 P 1			1,845.09
		TOT	P1	470.52CR	1,903.17	20,570.56
		TOT	N1	6.78	56.64CR	895.38CR
		** JOB TOTALS **		463.74CR**	1,846.53 **	19,675.18 **

SALEM HILFICKER RD SUNNY-COMM — CONT NO * FA PROJ NOS SOS 403001 100 — STATE

PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
324	1939	296	00 N 9		2,123.14CR	2,349.70CR
324	1939	298	00 N 9		2,123.14	2,349.70

	324	1035	915	00 P 1			882 45		1,241.97		79	81
	324	1035	920	00 P 1					44.34		79	79
	324	1035	948	00 P 1			14.15		26.78		81	81
			TOT	P1			10,204.93		177,450.61			
			** JOB TOTALS **			**	10,204.93	**	177,450.61	**		
									SOS 402001	STATE		
SCHAFF RD W WASH ST-STAYTON	CONT NO 9010 * FA PROJ NOS SOS 402001 100								58,196.82	79	82	
	324	1038	201	00 P 1	5,333.47CR		5,333.47CR		5,333.47	82	82	
	324	1038	201	00 N 1	5,333.47		5,333.47		23.21	80	80	
	324	1038	206	00 N 1						80	82	
	324	1038	270	01 P 1	482.00CR		482.00CR					

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	324	1038	270	01 P 8	482.00	482.00	553.91	80	82
	324	1038	270	01 N 8			9.68	80	80
	324	1038	296	00 N 9	757.47CR	757.47CR	57,517.47CR	79	82
	324	1038	298	00 N 9	757.47	757.47	57,517.47	79	82
	324	1038	900	00 P 1		18.80	7,625.14	79	81
	324	1038	900	00 N 1			89.26	79	79
	324	1038	920	00 P 1			53.09	79	79
	324	1038	945	00 P 1		12.45	12.45	81	81
	324	1038	948	00 P 1	618.71	618.71	618.71	82	82
	324	1038	960	00 N 1			77.85	79	79
			TOT	P1	5,196.76CR	5,165.51CR	66,506.21		
			TOT	P8	482.00	482.00	553.91		
			TOT	N1	5,333.47	5,333.47	5,523.79		
			TOT	N8			9.68		
			** JOB TOTALS **		618.71 **	649.96 **	72,593.59 **		
							XI 705003	STATE 09	
DIVISION ST NE-TRADE ST SE	CONT NO 9101 FA PROJ NOS XI 705003 91								
	324	1041	201	00 P 1		4,924.03CR	3,292,535.22	80	81
	324	1041	201	00 P 8		79,059.00	80,515.63	81	81
	324	1041	201	00 N 1			190.87	81	81
	324	1041	201	00 N 9		27,798.10	530,477.82	80	81
	324	1041	204	00 P 1		220.80		80	81
	324	1041	204	00 N 9		220.80CR		80	81
	324	1041	205	05 P 1		516.42		80	81
	324	1041	220	12 P 1		3,332.33	3,332.33	82	82
	324	1041	240	11 P 1		3,048.05	3,048.05	82	82
	324	1041	270	01 P 1		1,791.01	9,142.45	80	82
	324	1041	270	10 P 1		598.28	598.28	82	82
	324	1041	285	02 P 1		156,985.00	226,995.00	80	82
	324	1041	285	05 P 1			5,164.23	80	80
	324	1041	285	06 P 1			14,761.51	80	80
	324	1041	285	08 P 1			485.37	80	80

| | | |

PREFIX GRP FED AID PROJ Fi		AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1932 1#	SOS -2002-001	9,340.71	10,890.42	10,890.42	85.77	9,340.71	9,340.71		
	PROJ TOTALS	64,500.00	126,631.92	75,201.12		64,500.00	64,500.00		
221-1987 1	SOS -2100-001	33,891.00	39,418.23	39,123.71	85.80	33,611.04	33,611.04		
321-1007 1	SOS -2101-001	55,680.00	66,991.57	66,976.70	85.77	57,445.92	55,680.00	1,765.92 B	
321-1988 1	SOS -2101-001	8,820.00	10,278.15	10,278.15	85.77	8,815.57	8,815.57		
	PROJ TOTALS	64,500.00	77,269.72	77,254.85		66,261.49	64,495.57	1,765.92	
222-1974 1	SOS -2200-002	12,865.00	10,387.12	10,322.33	85.77	8,853.46	3,853.46		
3(098 1#	SOS -2204-001	42,269.57	49,310.61	49,282.46	85.77	42,269.57	42,269.57		
22 1971 1#	SOS -2204-001	16,578.07	19,328.52	19,328.52	85.77	16,578.07	16,578.07		
	PROJ TOTALS	58,847.64	68,639.13	68,610.98		58,847.64	58,847.64		
223-1979 1#	SOS -2300-002	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
324-1038 1*	SOS -2402-001	57,042.38	72,030.00	66,506.21	85.77	57,042.38	57,042.38		
324-1038 8*	SOS -2402-001	475.09	563.59	553.91	85.77	475.09	475.09		
324-1937 1*	SOS -2402-001	6,982.53	8,140.99	8,140.99	85.77	6,982.53	6,982.53		
>424-1901 1*	SOS -2402-001								
	PROJ TOTALS	64,500.00	80,734.58	75,201.11		64,500.00	64,500.00		
324-1062 1	SOS -2403-001	42,291.00	72,382.15	63,208.90	88.18	55,737.61	42,291.00	13,446.61 B	
>424-1046 1	SOS -2403-001				100.00				
324-1939 1	SOS -2403-001	8,360.00	2,739.54	2,739.54	85.77	2,349.70	2,349.70		
	PROJ TOTALS	50,651.00	75,121.69	65,948.44		58,087.31	44,640.70	13,446.61	
>225-1068 1#	SOS -2500-002	65,984.94	76,953.78	76,905.53	85.80	65,984.94	65,984.94		
>225-1068 8#	SOS -2500-002	12,190.70	14,208.27	14,208.27	85.80	12,190.70	12,190.70		
2(963 1#	S S -2500-002	12,633.92	14,737.80	14,724.85	85.80	12,633.92	12,633.92		
225 2505 1#	SOS -2500-002	101.05	107.77	117.77	85.80	101.05	101.05		
	PROJ TOTALS	90,910.61	106,007.62	105,956.42		90,910.61	90,910.61		
325-1070 1#	SOS -2502-001	66,000.00	79,539.82	74,846.90	88.18	66,000.00	66,000.00		
226-1005 1	SOS -2600-001	128,238.00	176,137.33	176,136.14	88.15	155,264.01	128,238.00	27,026.01 B	
>426-1029 1	SOS -2600-001	2,000.00		391.54	100.00	391.54	391.54		
226-1901 1	SOS -2600-001	4,600.00	5,023.88	5,011.94	85.80	4,300.24	4,300.24		
>426-1915 1	SOS -2600-001	4,400.00	4,312.99	4,342.99	100.00	4,342.99	4,342.99		
	PROJ TOTALS	139,238.00	185,504.20	185,882.61		164,298.78	137,272.77	27,026.01	
326-1017 1	SOS -2601-002	42,130.80	48,523.90	48,437.35	85.77	41,544.72	41,544.72		
426-1018 1	SOS -2601-002	4,604.20	4,604.20	4,604.20	100.00	4,604.20	4,604.20		

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-17-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9010

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SOS-2402(1)	Marion	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved construction of roadbed widening, aggregate base and asphalt concrete pavement on Shaff Road-W. Washington Street (Stayton) Section of North Gardner Avenue in Stayton.

Work was completed September 24, 1979.

RECEIVED
STATE HWY ENGR
AUG 17 '81
REFER TO
FOR

Init.	Instr.	R/D	O/R	Sig.	Acc.	File

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
North Santiam Paving Company	$ 67,756.50

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* _____ 8/17

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.574			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
Vincent J. Tabor	10-1-79

12. IN COMPANY WITH
P. Stearns, K. Wolfe, R. Bochsler, and L. Bensing

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE William H. Kappus	15. DATE 8/12/81	16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	18. DATE 8-17-81
14. TITLE Area Engineer		17. TITLE Field Operations Engineer	

FORM FR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	32%	1936	922	00 P 1			9.06	
			TOT	P1			24.42	
			** JOB TOTALS **		**	**	24.42	**
SHAFF RD-WASHINGTN. STYTN	CONT NO		# FA PROJ NOS	SOS 402001 100				STATE
	32%	1937	295	00 N 9			1,280.00	
	32%	1937	296	00 N 9			3,085.00CR	
	32%	1937	298	00 N 9			1,805.00	
	32%	1937	901	00 P 1			11.03	
	32%	1937	905	00 P 1			54.32	
	32%	1937	911	00 P 1			405.96	
	32%	1937	914	00 P 1			7.50	
	32%	1937	920	00 P 1			17.12	
	32%	1937	921	00 P 1			692.75	
	32%	1937	922	00 P 1			39.76	
	32%	1937	923	00 P 1			11.58	
	32%	1937	950	00 P 1			3.50	
			TOT	P1			2,253.52	
			** JOB TOTALS **		**	**	2,253.52	**
35TH AVE REALIGN (SALEM)	CONT NO		FA PROJ NOS	M 635001 100				STATE
	32%	1938	296	00 N 9		25.69CR	1,288.03CR	
	32%	1938	298	00 N 9		25.69	1,288.03	
	32%	1938	901	00 P 1			44.06	
	32%	1938	905	00 P 1			810.72	
	32%	1938	910	00 P 1			451.21	
	32%	1938	911	00 P 1			183.85	
	32%	1938	920	00 P 1			11.88	
			TOT	P1			1,501.72	
			** JOB TOTALS **		**	**	1,501.72	**
SALEM HILFICKER RD SUNNY-COMM	CONT NO		FA PROJ NOS	SOS 403001 100				STATE
	32%	1939	901	00 P 1			63.75	
			TOT	P1			63.75	
			** JOB TOTALS **		**	**	63.75	**
SALEM-DEARBORN AV-GLYNBROOK	CONT NO		FA PROJ NOS	M 705002 100				STATE
	32%	1940	294	00 N 1			1.47CR	
	32%	1940	296	00 N 9			1,[illegible]00CR	
	32%	1940	297	00 N 9			[illegible]	
	32%	1940	298	00 N 9			1.00	
	32%	1940	901	00 P 1	171.08	441.[illegible]	[illegible].74	
	32%	1940	901	00 N 1			562.96	
	32%	1940	902	00 P 1			109.95	
	32%	1940	903	00 P 1			1,[illegible].89	

8-80

90 10

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	ER	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
		TOT P1				117,923.25		
		** JOB TOTALS **		**	**	117,923.25 **		
SCHAFF RD W WASH ST-STRYTON	CONT NO 9010 & FA PROJ NOS SOS 402001 100					SOS 402001	STATE	
	324 1038	201	00 P 1			63,530.29	79	80
	324 1038	206	00 N 1			23.21	80	80
	324 1038	270	01 P 1			482.00	80	80
	324 1038	270	01 P 8			71.91	80	80
	324 1038	270	01 N 8			9.68	80	80
	324 1038	296	00 N 9			56,760.00CR	79	79
	324 1038	298	00 N 9			56,760.00	79	79
	324 1038	900	00 P 1			7,605.34	79	80
	324 1038	900	00 N 1			89.26	79	79
	324 1038	920	00 P 1			53.09	79	79
	324 1038	960	00 N 1			77.85	79	79
		TOT P1				71,671.72		
		TOT P8				71.91		
		TOT N1				190.32		
		TOT N8				9.68		
		** JOB TOTALS **		**	**	71,943.63 **		
DIVISION ST NE-TRADE ST SE	CONT NO 9101 FA PROJ NOS XI 705003 91					XI 705003	STATE	09
	324 1041	201	00 P 1	337,049.48	624,452.06	1,715,615.90	80	80
	324 1041	201	00 N 9	62,531.70	100,341.56	456,509.08	80	80
	324 1041	296	00 N 9	498,687.69	498,687.69	612,167.69	80	80
	324 1041	296	00 N 9	764,483.30CR	768,268.01CR	1,868,570.96CR	80	80
	324 1041	298	00 N 9	265,795.61	269,580.32	1,256,403.27	80	80
	324 1041	900	00 P 1	27,872.94	54,983.86	125,809.06	80	80
	324 1041	900	00 N 1		26.04	656.95	80	80
	324 1041	900	00 N 9	2,756.62	5,242.64	10,354.59	80	80
	324 1041	915	00 P 1	14.02	79.31	79.31	79	79
	324 1041	915	00 N 9	1.39	7.85	7.85	80	80
	324 1041	920	00 P 1			266.85	80	80
	324 1041	928	00 N 1		15.52	38.80	80	80
	324 1041	950	00 P 1			1,043.67	80	80
	324 1041	950	00 N 1			34.55	80	80
	324 1041	960	00 N 9			12.24	80	80
	324 1041	985	00 P 1		121.99	163.16	80	80
	324 1041	985	00 N 9		12.06	16.14	80	80
		TOT P1		364,936.95	677,637.16	1,843,857.94		
		TOT N1			41.56	73.50		
		TOT N9		66,289.71	105,604.11	466,900.40		
		** JOB TOTALS **		430,226.16 **	783,282.83 **	2,310,831.84 **		
DIVISION ST NE-TRADE ST SE	CONT NO 917 FA PROJ NOS XI 705003 90 XI 705009 10					XI 705003	STATE	
	324	201	00 P 1	6,622.90	18,358.81	18,358.81	80	80

Form FHWA 121 (6/78)

#7010

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Shaff Rd.-W. Washington St. (Stayton)
FAP No. SOS-2402(1)
Contract No. 9010
Low Concrete Curb Strength

Date: April 25, 1980

From: G. L. Green
Division Administrator

Reply to Attn. of: HFO.7-OR

To: Mr. H. S. Coulter
State Highway Engineer

We have reviewed your letter of April 16 and agree with the reasoning presented for acceptance of the as constructed extruded curb. The final inspection report has been prepared accordingly.

G. K. Hoover
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 29 '80
REFER TO
FOR
Info

9010

CON 5

DATE: April 16, 1980

TO: Glen L. Green, D' ision Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Shaff Rd.-W. Washington St. (Stayton)
FAP No. SOS-2402(1)
Contract No. 9010
Refer to: HFO.7-OR
Low Concrete Curb Strengths

The strengths cited in your letter of March 4 are essentially correct. Strength, however, was not a contract requirement. Therefore, refusal to accept at contract bid price based on the failure to obtain an anticipated strength is not considered legally justifiable.

Field inspection reports document substantial compliance with the six-sack mix specified. It did take slightly longer to empty the trucks due to the extrusion process than is normally permitted for structural concrete. This is one of the reasons, along with the small quantities required, that strength has not been a contract requirement.

A recent inspection by our Assistant Resident Engineer, Region Federal Aid Engineer and Region Construction Engineer found the curb to be structurally sound with only a few minor scratch marks where it has been struck by automobiles, once within six hours after placement. The curb is therefore considered to be functioning as intended.

For your information this specification has been revised to include a strength requirement of 2,200 psi at 14 days.

Based on the above information, your concurrence that substantial compliance with the specifications is requested.

MDG:fr:mk jh
bc: C. T. Keasey
G. W. Wimer
Test File

B

Form FHWA 121 (6/79)

DF 9010

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: F.A. Project SOS-2402(1)
North Gardner Avenue

Date: March 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.7-OR

To: Mr. H. S. Coulter, State Highway Engineer

The Resident Engineer informed me after the final inspection that the breaks for concrete in the extruded curb were unusually low and probably due to poor sampling or handling of the cylinders. The compressive strengths ranged from 500 to 1500 psi or thereabouts. (Test results are not included in the FHWA file for review.)

Subsequent testing with a swiss-hammer produced strengths that averaged about 2100 psi. Additional cores taken from the curb in areas represented by the original cylinders showed strengths of between 1500 and 2600 psi. It should be noted here that the special provisions called for a 6-sack mix which should exhibit values between 2500 psi and 3300 psi (5.5 and 6.3 sack mixes).

It is my understanding that the City of Stayton has accepted the contract work. However, the question remains as to whether a lower quality product should be accepted by FHWA at the original bid price. There seems to be enough information available to justify a penalty for this extruded curb. Please advise if you have any data to the contrary.

for G. L. Green

cc:
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
MAR 5'80
REFER TO
FOR
Intro | Inves | R/D | D/R | Sign | Act | File

3/5 by

1010

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

STATE HIGHWAY ENGINEER

2-6-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Superior Asphalt & Concrete Co., No. 8925	Lone Rock Jct.-Rock Creek, Gilliam County	January 3, 1980
Superior Asphalt & Concrete Co., No. 8953	Shaniko-The Dalles/Calif. Hwy., Wasco County	January 3, 1980
M & F Building, No. 8968	Brookings (Wharf St.), Curry County	January 7, 1980
St. Helens Paving, Inc., No. 8984	Columbia County Line-Buxton, Washington Co.	January 7, 1980
Willamette-Western Corp., No. 8788	Monitor Road Junction Project, Marion County	January 9, 1980
North Santiam Paving Co., No. 9010	Shaff Rd.-W. Washington St. (Stayton), Marion Co.	January 14, 1980
Ausland Const., Inc. No. 8845	Grandview Ave. @ Cloverlawn Dr. (Grants Pass Vicinity) Josephine County	January 14, 1980
Bomac Construction, Inc., No. 8876	Jantzen Beach Information Center, Multnomah County	January 17, 1980
Don Haisch Const. Co., No. 8988	Jantzen Beach Information Center, Multnomah County	January 17, 1980
North Santiam Sand & Gravel, Inc., No. 8885	Power Line-China Hollow Creek, Sherman County	January 18, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Construction, No. 8726	Upper Calapooia River Bridge, Linn County	January 22, 1980
Baker Redi-Mix, Inc., No. 8906	Auburn Ave. & Washington Ave. (Baker), Baker County	January 22, 1980
R. L. Coats, No. 8926	Madras/Prineville Hwy.- Culver Hwy., Jefferson Co.	January 23, 1980
Olson Electric Co., Inc., No. 8792	Hermiston Ave. @ SW Highland Ave. (Hermiston), Umatilla County	January 24, 1980
Morse Bros., Inc., No. 8833	6th, 8th & Quincy Sts. (Harrisburg), Linn County	January 30, 1980
Babler Bros., Inc., No. 8863	Del Rey Beach Access Rd.- Neawanna Creek, Clatsop County	January 30, 1980
Columbia West Matls. & Constructors, No. 8967	D St. - F St. (Rainier), Columbia County	January 30, 1980
Roy L. Houck Const. Co., No. 8796	Millican Creek (Lafayette), Yamhill County	January 30, 1980
Porter W. Yett Co., No. 8996	Troutdale (SW 7th St.), Multnomah County	January 30, 1980
Gervais Construction Co., No. 8807	Lone Tree Bar State Park, Marion and Yamhill Counties	February 5, 1980

February 6, 1980

H. S. Coulter, State Highway Engineer

#9010

January 23, 1980

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

CON 5
Contract #9010

Gentlemen:

On January 18, 1980, we wrote to you concerning release of final payment on Contract No. 9010 awarded to North Santiam Paving Company for work on Shaff Road-West Washington Street in Stayton in Marion County.

Final payment on this contract is $3,027.64 and the total contract amount is $63,330.29, including $147.76 for work performed under force account.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

dms

cc: North Santiam Paving Co.
41203 Kingston-Lyons Drive
Stayton, OR 97383

bc: C. T. Kenney
Walt Hart
C. O. Fredrickson

1010

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shaff Rd-W. Washington St (Stayton)		WEEK ENDING: September 29, 1979
		SECTION PREFIX: 324-1038
HIGHWAY: City St (N. Gardner)		COUNTY: Marion
NAME OF JOB: Shaff Rd – W. Washington St.	KIND OF WORK: Grading and Paving	
CONTRACTOR: North Santiam Paving Company	CONTRACT NUMBER: 9010	FEDERAL AID PROJECT NUMBER: SOS -2402(1)
DATE OF CONTRACT: August 13, 1979	DATE WORK STARTED: August 30, 1979	ESTIMATED COMPLETION DATE: November 6, 1979
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 32
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 43%
PROJECT AUTHORIZATION: $ 77,695.69		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 70,910.04	ENGINEERING AUTHORIZATION $ 6,785.65	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,925.00	ENGINEERING COST TO DATE $ 4,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 88.6%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.9 %	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED: September 24, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Saw Cutting	Curbs
———	100%	100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.57	0.57			0.57
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.57	0.57			0.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100% LS	3090. Ton			920 Ton
TOTAL QUANTITIES CORRECTED TO DATE	100% LS	3007 Ton			812.5 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	3007 Ton			812.5 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Sept. 23	Sunny, Warm	31		
MONDAY	Sunny, Hot	32		Day count stopped, project completed
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 2 1979
CONSTRUCTION BRANCH

Kressy — Richards
Jackmond — Berg
Hopkins — Inlow
Williams — Widmer
Johnson — Gebauer
Glenn — Church

8124.05

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Contractor backfilled type "C" curb and completed clean-up work. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	

REMARKS

Final inspection to be held Monday Oct. 1 at 10:45 on project.

This the final weekly report.

SIGNED K. D. Wolfe LOCATION Salem

DISTRIBUTION: Construction (3), Region file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND STRUCTURES ARE INVOLVED, SUBMIT 3 COPIES

9010

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-180		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 8-23-79	County Marion
MODIFICATION NUMBER 1		Project Number SOS-2402(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 2, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,000	$ 88,196
Federal funds	$ 10,292	$ 64,500
Other revisions		

This modification is made for the following reasons:

To add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 1979.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

BY For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

file

Oregon State Highway Division
Salem, Oregon, August 10, 1979

Federal Aid Project
No. SOS-2402(1)

Shaff Rd.-Washington St. (Stayton)
Stayton City Street
Marion County

Revised Project Agreement Estimate.

Type Code P.E.				
Preliminary Engineering		All Required		$10,500.00
Type Code 6201				
Roadway (Sta. 0+14 to Sta. 30+43)				
Alternate "A"				
Mobilization		All Required		$ 2,000.00
Temporary Protection and Direction of Traffic		All Required		2,500.00
General Excavation		All Required		13,350.00
Pavement Cutting	2,730	Lin.Ft.	$ 0.55	1,501.50
1 1/2"-0 Aggregate Base	2,650	Ton	6.70	17,755.00
3/4"-0 Aggregate Base	440	Ton	7.50	3,300.00
Class "B" Asphalt Concrete	920	Ton	22.15	20,378.00
Concrete Curbs	2,560	Lin.Ft.	1.75	4,480.00
Adjusting Manholes	7	Each	320.00	2,240.00
Adjusting Inlets	1	Each	112.00	112.00
Adjusting Boxes	2	Each	70.00	140.00
				$67,756.50
Anticipated Items				
Temporary Erosion Control		All Required		$ 100.00
		Subtotal		$67,856.50
		Engineering		9,839.50
		Total		$77,696.00

Length of Roadway - - - - - - - - - - - - - - - - 0.574 mi.
Cost of Roadway Per Mile - - - - - - - - - - - - $135,358.89

Oregon State Highway Division
Salem, Oregon, August 10, 1979

Federal Aid Project
No. SOS-2402(1)

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$10,500	$ 7,740	$ 2,760
Roadway	77,696	56,760	20,936
Total	$88,196	$64,500	$23,696

Group 1 100%
Contract No. 9010
Prefix: 324-1937
Prefix: 424-1901
Prefix: 324-1038

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 6-16	FEDERAL-AID PROJECT AGREEMENT 6-2-78	Oregon
		County Marion
		Project No. SOS-2402 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI City St., Gardner Ave. (Stayton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-2-78	0.59
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS 85.77

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,000.00	$ 10,292.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter
Technical Service Engineer
(Title)

By H S Coulter
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 2 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEAHCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 18, 1978

Federal Aid Project
No. SOS-2402 (1)

Shaff Road-Washington St. (Stayton) Section
Marion County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,000.00
		Total	$ 12,000.00

Length of Project - - - - - - - - - - - - 0.59 miles

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 12,000.00	$ 10,292.00	$ 1,708.00
Retain in P.S. & E.			
Grade-Pave (contract)	88,000.00	54,208.00	33,792.00
Total	$100,000.00	$ 64,500.00	$ 35,500.00

Prefix-324-1937

Group 1-100%

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ CFL ☐
MAY 25 1978
TAA _____ File: PM FA LG OP

RECEIVED
TECHNICAL SERVICES
MAY 23 '78
REFER TO
FOR
Info | Invest | R/D | L/R | Sign | Agt | File

9010

Form 734-1065	Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DIVISION by	
Date August 13, 1979	State Highway Engineer	
Invoice No.	Transportation Building	
P.O. No.	Salem, Oregon 97310	Crew No.

Transfer from Special City Allotment fund to State Highway funds for the matching funds for the Shaff Road-Washington Street (Stayton) Section on Gardner Avenue SOS-2402 (1)

$23,320

Ref: 324-1038
AD 673

Note: H. Ropoldson says this transfer was never made. Correct amount to be transferred now by acctg. at final billing. KE Hunter 6-21-82

D. E. Swan
Operation Programming Engineer

NOTE: $1,680.00 was transferred for PE on May 22, 1978
324-1937
(CC 1822, AD 431)

Work Compl. 9-24-79

Hwy Commission accepted 1-14-80 per Bob Chunko

FHWA Acceptance 4-80

Final Estimate Jan 1980

9010

August 3, 1979

City Council
City Hall
Stayton, Oregon 97383

Attn: Ellis Vandehey
Administrator

Gentlemen:

On August 2, 1979 a satisfactory bid was received from H. Santiam Paving Co., P.O. Box 516, Stayton, Oregon 97383 for the Shaff Road - Washington Street Section on Gardner Street. This is an OFF-SYSTEM Project Numbered BOS-2402(1). The Advance Deposit based on the anticipated construction cost of their bid is as follows:

		Alternate "A"	Alternate "B"	
Bid Items		$67,736.50	$48,999.00	
Temporary Erosion Control		$ 100.00	$ 100.00	
4 1/2% Contingencies		3,053.34	2,209.46	
10% Engineering		6,785.65	4,909.95	Br. 1
Est. Construction Cost	71,943.63	$77,695.69	$56,218.36	
Est. PE Costs	10,863.52	12,000.00	12,000.00	8/13/79
Est. Total Project Cost	82,807.15	$89,695.69	$68,218.36	
Less Federal Funds	64,500.00	64,500.00	58,667.79	Informed
Less SCA Funds	18307.15	25,000.00	9,550.57	Steve Mc Nu + Phil Sta
City's Share of each alternate will be		$ 195.69	or $ - -	

By rounding the City's Advance Deposit for each alternate will be, "A" $200.00; "B" - 0 -.

After selecting the alternate most acceptable to the City, please make your check in the appropriate amount payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

P.E.
2253.52
8810.00
10863.52

FHWA accepted august 1981

Job can't be accepted by the FHWA because the lab letter is not yet complete.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than August 24, 1979.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 673: Region 2 Federal Aid Specialist Phil Stegrus
Vern Skoog - Please return completed AD # 673 when check is received.

9010

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F I L E

DATE: July 31, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 2, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 2 on the following projects:

1. Big Creek, Rock Creek, Gnat Creek and Westport-Clatskanie
Columbia River Highway, Clatsop and Columbia Counties
Grading and Paving
Intermittent overlay, widening and left-turn refuges.
Two-to-four 12-foot lanes with 4-to-8-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. N.E. 8th Street-S.W. Naterlin Drive (Newport)
Oregon Coast Highway, Lincoln County
Paving (Overlay)

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Schaff Road-W. Washington Street (Stayton)
N. Gardiner Avenue, Marion County
Grading and Paving
An 8-foot, two-way bikepath will be constructed under this contract.

4. Talbot Road-Santiam River (Jefferson)
Jefferson Highway, Marion County
Paving
A 5-foot walkway will be constructed in the area of the schools.
Four-foot shoulders for the remaining length of the project.

5. Pendleton-Adams
Oregon-Washington Highway, Umatilla County
Paving
Four-foot shoulders with a 12-foot and two 11-foot lanes narrowing to two 12-foot lanes.

   Same as No. 1.

1-125-1287

6. Pacific Highway W. Interchange-Dayton Junction
   Dayton Junction-Lafayette
   Salmon River and Pacific West Highways, Yamhill County
   Grading and Paving
   Variable roadway sections with 6-10-foot shoulders.

   Same as No. 2.

7. Squaw Creek-Junction Pacific Highway West
   Corvallis-Newport Highway, Benton County
   Paving
   Existing bicycle path generally parallels the highway.

   Same as No. 1.

RPS:ge

cc F. B. Klaboe
   E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

4019

Section Shaft Rt. - W. Washington St. (Skyline) Programmed Estimate $ 98000

Highway City Street Project Length 0.57 mi

County Marion Completion Time

Kind of Work Grading & Paving Est. Comp. Date

Prefix 324-1937 Letting Date 7-26-79 Project No SOS-2402(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 85370
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 85,470
Contingencies (4-1/2%)		3846 15
Engineering (~~3~~ 10%)		8547.00
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 97,863 15

APPROVED [illegible] w/9" BASE

PE 12,000

TOTAL 110,000

- 64,500 Fed F.

- 25,000 SCA

City Cost 20,500

Road Design Engineer

To Steams 7/2

AHF

OREGON STATE HIGHWAY DIVISION

SUMMARY--~~BID~~ SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 6-19-79

Section Shaff Rd. - W. Washington St. (Stayton) (7-26)

County Marion

Kind Of Work Grading & Paving

Length 0.57 mi

Name Galloway

RECEIVED
JUN 19 1979
COST ANALYSIS
CE CES CAS

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		Lump Sum	All		6300.00
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		4240.00
3	General Excavation *		Lump Sum	All		15,350.00
4	Pavement Cutting		Lin Ft	2730	1.00	2730.00
5	1½"-0 Aggregate Base *		Ton	~~2820~~ 2650	7.00	18,550.00
6	¾"-0 Aggregate Base		Ton	440	8.00	3,520.00
7	Class "B" Asphalt Concrete *		Ton	820	24.00	19,680.-
8	Concrete Curbs "C"		Lin Ft	2600	4.75	12,350.-
9	Adjusting Manholes		Each	7	300.00	2100.-
10	Adjusting Inlets		Each	1	250.00	250.-
11	Adjusting Boxes		Each	2	150.00	300.-
						85,370

7/5/79

Section Shaft Rd. - W. Washington St. (Stayton) Programming Estimate $ 98000

Highway City Street Project Length 0.57 mi

County Marion Completion Time 75 cal w/days

Kind of Work Grading & Paving Est. Comp. Date

Prefix 354-1437 Letting Date 7-26-79 Project No S05-2402(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

	Sch. B.	Sch. A
Estimated Contract Amount	61,365	$ 87,770
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching	100	$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal	$ 61,465	$ 87,870
Contingencies (4-1/2%)	2765.25	3954.15
Engineering (~~Const.~~ 10%)	6,146.50	8787.60
Subtotal		$
Credit for		
Estimated Net Authorization, Construction	70,377.75	100,611.75
	PE 12,000	12,000
	82,377.75	112,611.75
	Fed F. -64,500	64,500
	SCA -25,000	25,000
	City Cost 0	23,111.75

APPROVED

To Stearns 7/5/79
He says Go!!

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2

Date 6-19-79

Section Shaff Rd. - W. Washington St. (Stayton) (8-2)

County Marion

Kind Of Work Grading & Paving

Length 0.57 mi

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	~~SCHEDULE~~ "A"					
1	Mobilization (8%)		Lump Sum	All		6500
2	Temporary Protection And Direction Of Traffic 1900 + 2340 + Hogging		Lump Sum	All		4240
3	General Excavation		Lump Sum	All		15340
4	Permanent Signing Cutting		Lin Ft.	2730	1.00	2730
5	Permanent Pavement Imported Aggregate Base		Ton	2650	7.00	18550
6	Temporary Aggregate Base		Ton	440	8.00	3520
7	Class "B" Asphalt Concrete		Ton	~~820~~ 920	24.00	~~19680~~ 22080
8	Concrete Curbs		Lin ft	~~2560~~ 2600	4.75	~~12160~~ 12350
9	Adjusting Manholes		Each	7	300.00	2100
10	Adjusting Inlets		Each	1	250.00	250
11	Adjusting Boxes		Each	2	150.00	300
						~~87,770~~

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 7-5-79

Section Scheff Rd. W. Washington St (Stayton) (8-2)

County Marion

Kind Of Work Grading & Paving

Length 0.49

Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	~~SCHEDULE~~ ALTERNATE "B"					
2	Mobilization (8%)		Lump Sum	All		4,600
3	Temporary Protection And Direction Of Traffic		Lump Sum	All		2,750
4	General Excavation		Lump Sum	All		16,000
5	Pavement Cutting		Lin. Ft.	2620	1 -	2,620
6	15"-0 Aggregate Base		Ton	1600	7 -	11,200
7	3/4"-0 Aggregate Base		Ton	270	8 -	2,160
18	Class "B" Asphalt Concrete		Ton	580	24 -	13,920
19	Concrete Curbs		Lin. Ft.	2540	4 75	12,065
20	Adjusting Manholes		Each	6	300	1800
21	Adjusting Inlets		Each	1	250	250
						$61,365

7010

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SOS-2402(1)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

PROGRAM STAGE (Check): [ ] [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80265

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
5-2-78	7-11-79	Non Federal aid	City Street

GENERAL LOCATION:

Shaff Road - Washington St. (Stayton) Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated June 26, 1979, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	S. K. Hoosier	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-737

9010

Date 6/29/79 PROJECT MANAGEMENT OFFICE MEMO

Subject Stayton, SOS, Shutt Rd - West Washington File No. _____

Received (call) (visit) from _____

Address _____

Made (call) ~~(visit)~~ to PHIL STEARNS Phone _____

Reason for contact and general discussion: Phil contacted the city's consult re the latest estimate which is too high. They will meet right at the city Council Meeting to decide what changes to make. Suggested we take off July 26. Bid Letting and move it back to Aug. 23.

cc Buz Swan Phil Stearns
Jack Sullivan
Don Trout

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

√ #

-1010

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Temporary Protection & Direction of Traffic, Typical Section, Summary
3	Plan & Profile
4	Plan & Profile
5	Plan & Profile

6-18-79

Dr'g. Nos.
S-1, S-12, 2126 C - Signing & Barricades
2077 - Curbs

APPROVED:
CITY OF STAYTON
BY _____
BY _____
DATE 4-4-79

STATE OF

STATE HIGHWA

PLANS FOR PROPOSED

GRADING & PAV

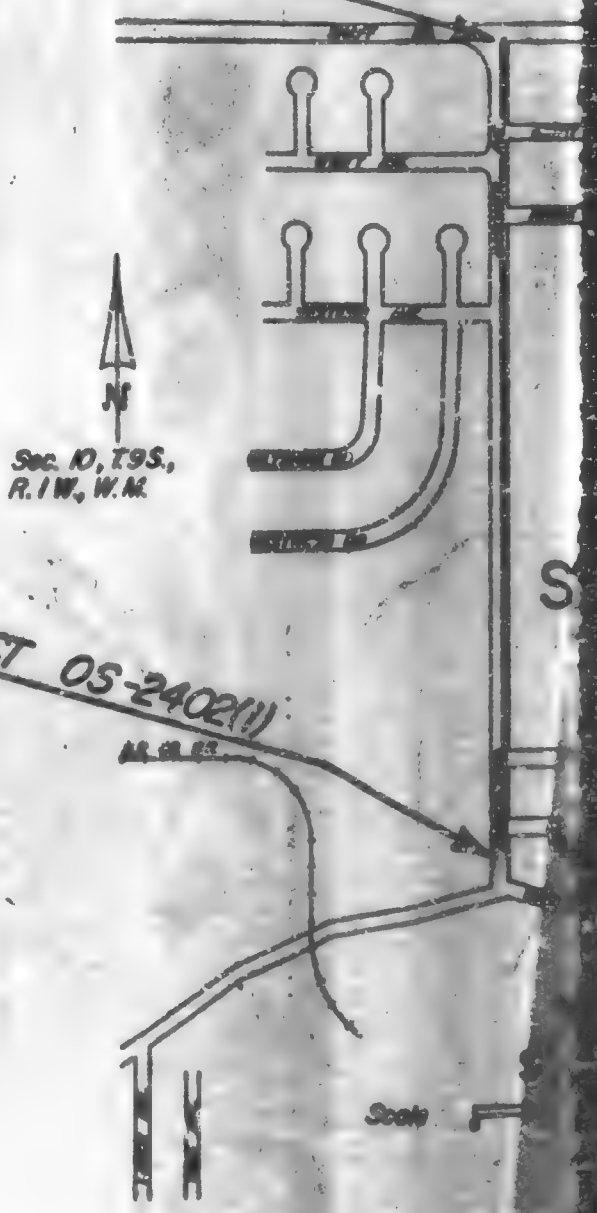
SHAFF RD. - W. WASHINGT

CITY STREE

(NORTH GARDNE

MARION COUN

BEGINNING OF PROJECT OS-2402(1)
Sta. 0+14



Overall Length of Project 0.57 Miles

SHAFF RD. - W. WASHINGTON ST. (Stayton) SEC. CITY STREET (N. GARDNER AVE.) MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	08 - 2402(1)		See Index

PRELIMINARY COPY
JUN 13 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE OF OREGON

HIGHWAY DIVISION

FOR PROPOSED PROJECT

GRADING & PAVING

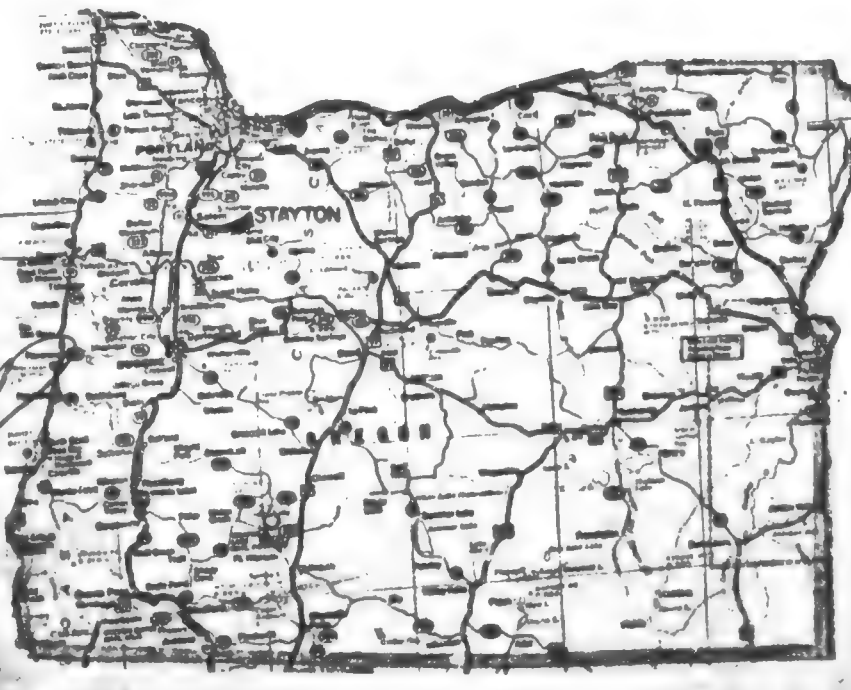
WASHINGTON ST. (Stayton) SEC.

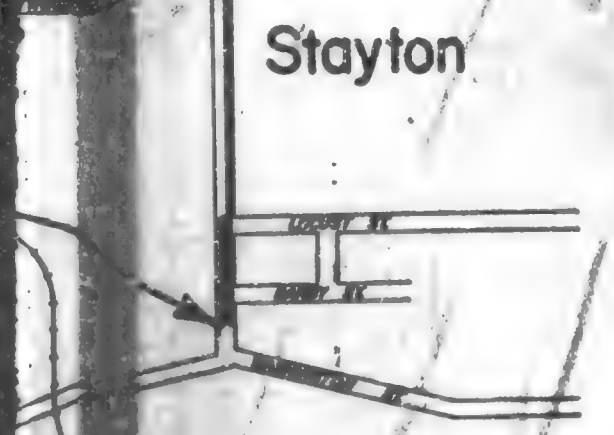
CITY STREET

GARDNER AVENUE)

MARION COUNTY

APPROVED
CITY OF Stayton
BY MAYOR
City adm.
BY RECORDER
DATE 6/18/79





Sketch Map

400 0 800 Feet

REGISTERED PROFESSIONAL ENGINEER 5825 OREGON JULY 14, 1967 H. C. FERRIS

WESTECH ENGINEERING, INC.
SALEM, OREGON
June 1979

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Michael P. Halem	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

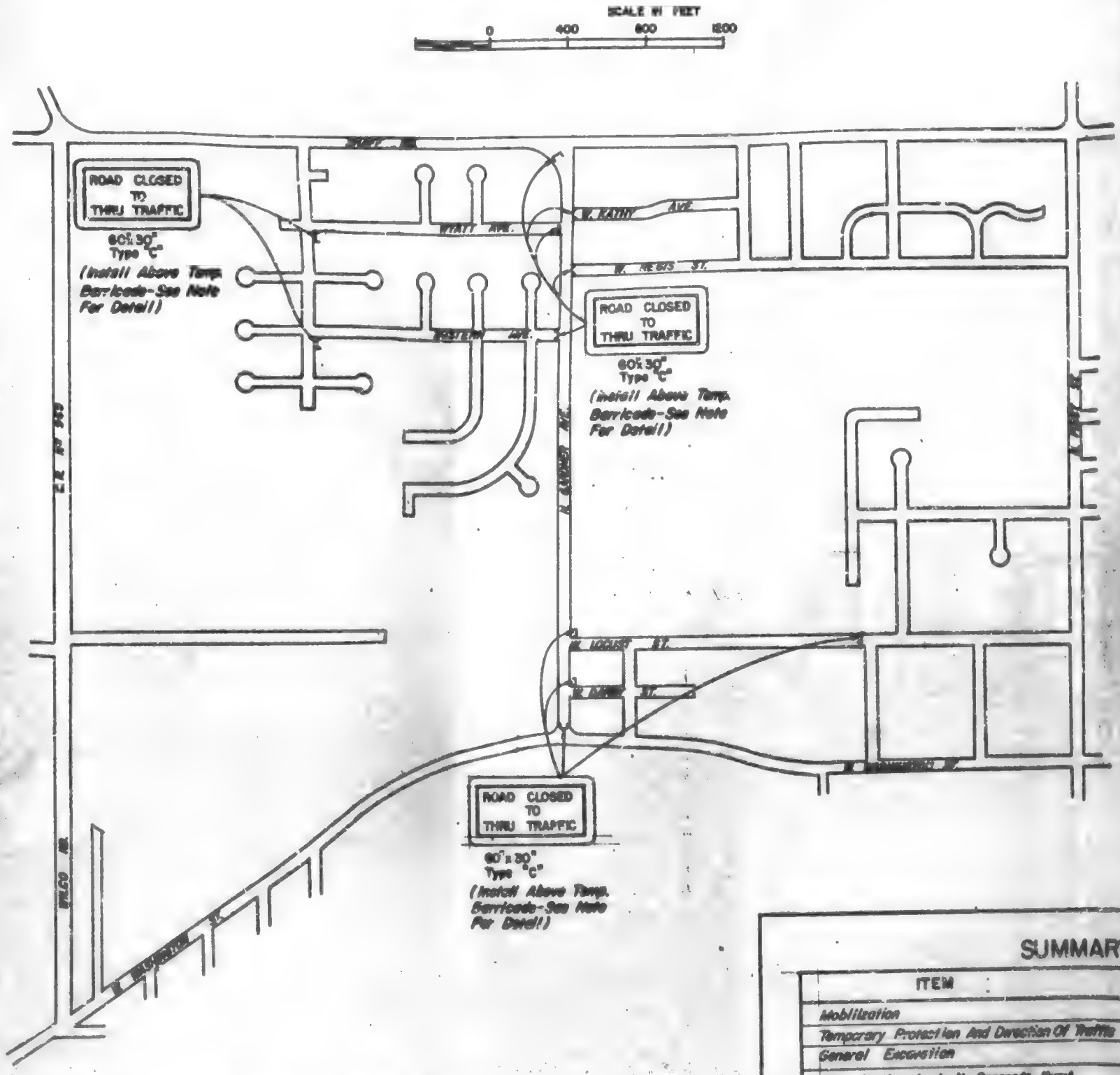
ASSISTANT STATE HIGHWAY ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC



Notes:

Signs Installed Above 8'-0" Temp. Barricades Type III, Shall Be On Wood Posts) At A Mounting Height Of 7 Feet Above The Roadway. The Post(s) Shall Be Securely Attached To The Barricade To Prevent Swaying.

All Signs Are To Be Type "C" Unless Otherwise Noted On Plans.

Locations Of All Signs And Traffic Control Devices To Be Field Verified.

All Signs And Traffic Control Devices Shall Conform To The Manual Of Uniform Traffic Control Devices, 1972 Edition, By O.S.H.D.

For Traffic Channelization Or Deflection During Construction Use 28" High Traffic Cones.

Maintain Adequate Warning Devices To Protect Traffic From Steep Drop-off During Staged Path Construction.

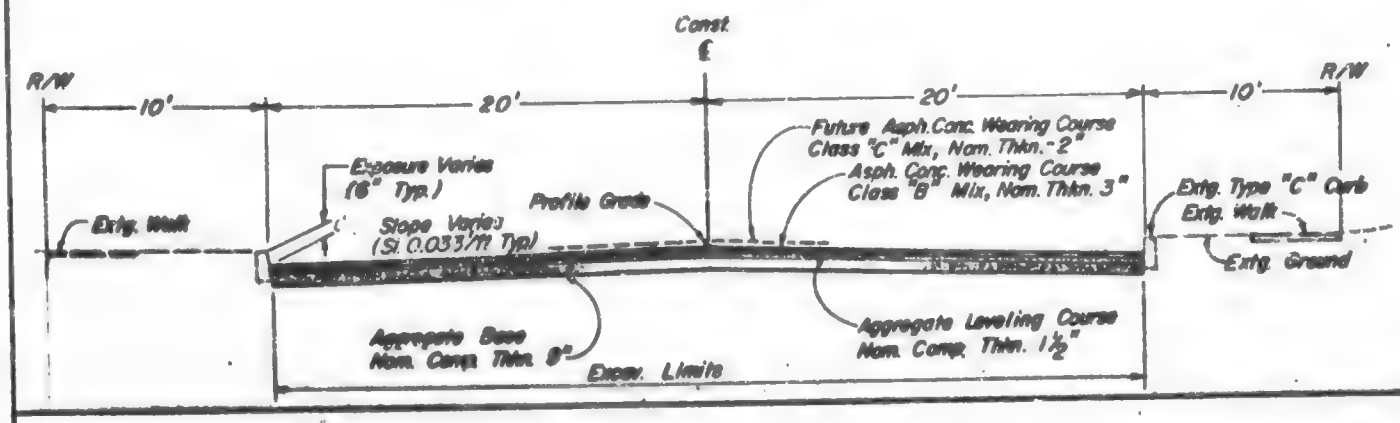
SUMMARY

ITEM
Mobilization
Temporary Protection And Direction Of Traffic
General Excavation
Saw Cutting Asphalt Concrete Pvmt.
1½"-0 Aggregate Base
¾"-0 Aggregate Leveling Course
Class "B" Asphalt Concrete
Adjust Manholes
Adjust Valve Boxes
Adjust Inlet
Type "C" Curb
Extruded Curb

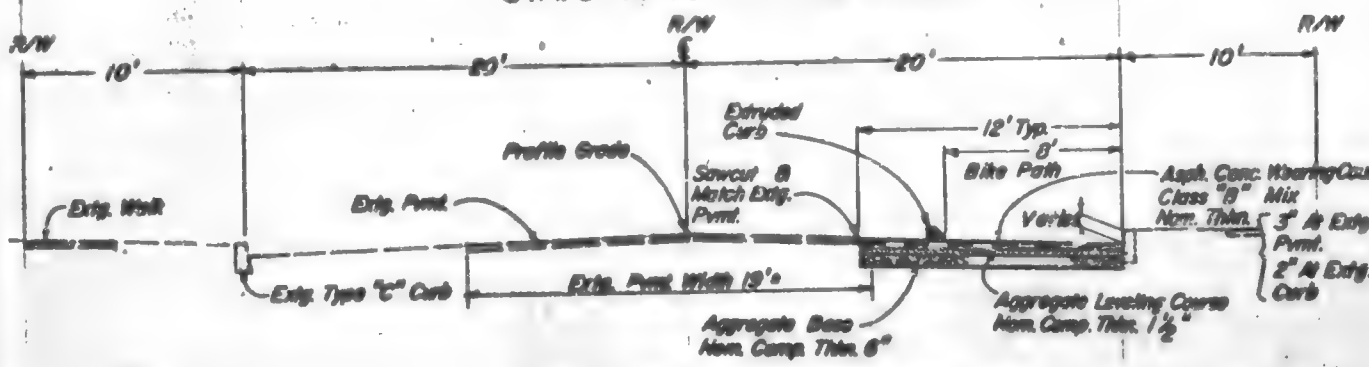
REGISTERED PROFESSIONAL ENGINEER 5925 JULY 14, 1967 M. C. FERRIS

SHAFF RD. – W. WASHINGTON ST. (Stayton) SEC. CITY STREET (N. GARDNER AVE.) MARION COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	05-2402(1)		See Index

TYPICAL SECTION
STA. 26+09.10 TO STA. 30+43



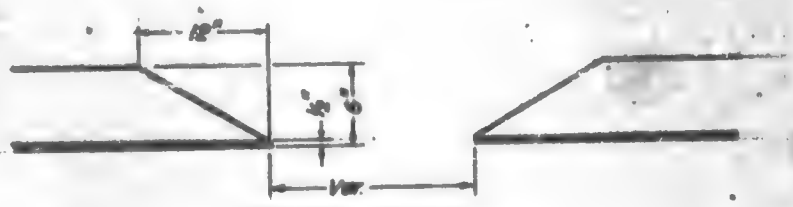
TYPICAL SECTION (LOOKING NORTH)
STA. 0+14 TO STA. 26+09.10



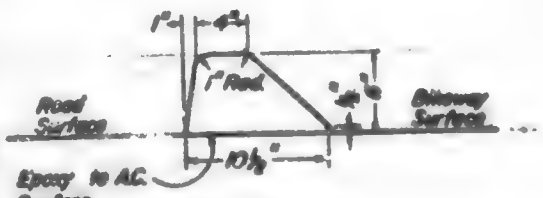
SUMMARY

	UNIT	QUANTITY
	All	All
...nd Direction Of Traffic	All	All
	All	All
...Concrete Pvmt.	Lin. Ft.	2725
...	Tons	2163
...veling Course	Tons	445
...regate	Tons	825
	Each	7
	Each	2
	Each	1
	Lin. Ft.	60
	Lin. Ft.	2539

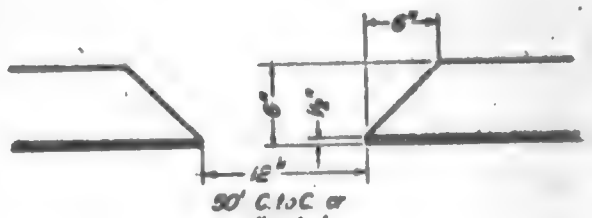
BICYCLE PATH
EXTRUDED CURB



DRIVEWAY OPENING
Elevation
Locations To Be Marked In Field



TYPICAL SECTION



50' C. to C. or as directed

DRAIN OPENING
Elevation

9010

JO 346 R

Shaff Road--Washington Street (Stayton) Section

6-8-79

Proposal--Schedule of Prices

Revised Engineer's Estimate May 30, 1979

Item	Description	Est. Quantity	Unit	Unit Price	Total Price
1.	Mobilization	---	l.s.	Lump Sum	$ 2,500.00
2.	Temporary protection and direction of traffic	---	l.s.	Lump Sum	3,500.00
3.	General excavation (Engr. est. 1,940 c.y.)	---	l.s.	Lump Sum	9,700.00
4.	Saw cutting asphalt concrete pavement	2,726	l.f.	$ 1.00	2,726.00
5.	1 1/2"-0 aggregate base	2,163	tons	$ 7.00	15,141.00
6.	3/4"-0" aggregate leveling course	445	tons	$ 7.75	3,448.75
7.	Class B asphalt concrete	845	tons	$ 24.00	20,280.00
8.	Adjust manholes	7	each	$ 250.00	1,750.00
9.	Adjust valve boxes	2	each	$ 60.00	120.00
10.	Adjust catch basins	1	each	$ 175.00	175.00
11.	Type "C" curb	16	l.f.	$ 5.25	84.00
12.	Extruded curb	2,539	l.f.	$ 1.85	4,697.15
	Total amount bid				$ 64,121.90

PROJECT COST SUMMARY:

Estimated construction cost	$64,122
Contingencies at 5%	3,218
Design engineering fee	8,615
OSHD administration	3,000
OSHD inspection	8,621
Estimated total project costs	$87,576
Total grant funds available	89,500
Grant funds surplus	$ 1,924

$102,000
11 510
-510

6/5/79
Don Standen means Ayers informed the consultant of our difference in our unit prices.

Form FHWA 121 (Rev. 5-73)

1010

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project SOS-2402(1)
Shaff Road-Washington Street
Gardener Road
Marion County

DATE: May 9, 1979

In reply refer to: HFO.2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Christensen's letter of April 19, 1979, requested base design approval for the subject project. The information presented in Mr. Christensen's letter, along with information provided by Mr. Phil Stearns, has been reviewed.

The proposed base design was analyzed utilizing standard design methods which take into consideration the function and classification of the subject roadway and the average daily traffic loads. It is our conclusion that the proposed design will not provide the structural strength necessary to carry the existing traffic loads through a design life of ten years without more than minimal maintenance and is therefore not approved.

While it is desirable to extend maximum control possible to local engineers and responsible officials in the development of their projects, it is also necessary to assure that the local standards and requirements are consistent with acceptable design and construction standards. In areas such as base design, stage construction, with assurances of timely development, can be utilized to obtain the maximum project with available funds.

We believe that such reviews would require a minimum of "double engineering", can be performed expeditiously and will assure a quality project.

for G. K. Hunter
G. L. Green

LWR

cc:
E. S. Hunter (OSHD)

RECEIVED
STATE HWY ENGR
MAY 11 '79
REFER TO Verling
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9010

Stayton

HIGHWAY DIVISION 378-6558

Phil Stearns, Region II
Federal Aid Engineer

May 8, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Final Design Engineer

Shaff Road-N. Washington St. (Stayton) Sec.
North Gardner Avenue
Marion County

Attached are prints on the subject project with revisions and suggestions shown in red.

The base design has not been approved and we are at this time negotiating with FHWA on what they will approve. You can ignore the revisions to the typical section. We can change these when the plans are returned and the base design approved.

The other changes should be completed by the consultant and returned to us for further processing.

Signing suggestions are included as requested and the City should sign the title sheet as approved before returning the originals.

DNS:ej
Attachments

cc: C. O. Fredrickson

9010

Stayton City

324-1937

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 1, 1979

Versteeg
Anderson
✓ Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 02 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Bill Kapous
Area Engineer
Federal Highway Administration
477 Cottage NE
Salem, OR 97308

Subject: Shaff Road-Washington St.
~~(Stayton)~~ Section
Gardner Avenue
SOS - 2402(1)

Attached are copies of correspondence regarding base design on subject project. This was never sent to Gerry because at the time I wrote to him, I heard through the grapevine this may not be enough to substantiate using local base design.

Duane Christensen requested I send you the map of city streets using local base design and Region concurrence.

As additional background, Evergreen was completed about two years ago and was used as the truck detour route during construction of Washington. Ida has considerable truck traffic but is restricted to 30,000 lbs. due to complaints from neighbors about noise. Washington is now the main truck route along with Wilco. Truck traffic on Gardner has been rerouted to Wilco.

Hope this information and material are helpful in making a decision.

REFERRED TO

Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Very truly yours,

ORIGINAL SIGNED BY
PHILLIP O. STEARNS

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/gl
attachments
cc: Duane Christensen

9010

Stayton City

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 17, 1979

FILE:

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Shaff Road-Washington St.
~~(Stayton)~~
Gardner Road

TO: Duane Christensen
Final Design Engineer

From the narrative it appears that a bike path on one side separated by an extruded curb is still being planned. I would still rather see shoulder-type bikeways considered.

DES:ge

REFERRED TO BY FINAL DESIGN ENGINEER

Beard ✓ Stoudamire Sample
Cole Watson
Eriksen Dorn Lau
Hagar
Return Discuss Do File Copy Due

Versteeg
Anderson
Christensen for
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 18 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

4-19-79 Discussed with Shaffer - we will leave bikeway as is with possible future addition of shoulders in future when street is improved full width

NOTED
D. O. Christensen

7010

r Atiyeh
ernor

Oregon State Highway Division

April 19, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Attention: Glenn K. Hossner

Gentlemen:

Re: Shaff Road-Washington Street
Stayton City Streets
Gardner Road

Attached is a set of reduced sized xerox prints of preliminary plans for the subject Off-System city project as prepared by Westech Engineering, Inc. Also attached are copies of the following letters relating to the Off-System Roads Program:

Letter from H. S. Coulter to Region Engineers, May 23, 1977

Letter from Westech Engineering to Phil Stearns, April 6, 1979

This information is being furnished to you with a request for approval of the base design on the subject project. The base design for the subject project was discussed with Mr. W. H. Kappus of your office on Tuesday, April 17, 1979.

Our discussion centered around the basis for approval of the base design on this project and/or any other Off-System project prepared by a local government or consultant. According to Mr. Coulter's letter of 1977 we were led to believe that a base design based on the following was acceptable.

1) The City or County must have an adopted and functional base design policy.

2) The City or County must have representative streets or highways that have been constructed to these standards.

734-3122

3) The City or County must document the above in a letter to Region who in turn must concur in the base design with a memo to the file stating the considerations leading to approval.

We also need a letter from City holding us harmless for less than our full base design. Wait until FHWA approves.

We do require an appropriate responsible local government official to sign off on the title sheet of the contract plans.

According to Mr. Kappus this may no longer be an acceptable procedure and that the only acceptable base design will be based on test data and rational design methods.

As stated in Mr. Coulter's letter it is our policy to allow local officials to exert a greater influence on projects which are not on the Federal-Aid System. The objective being to give counties and cities the maximum project for the dollars available and the maximum responsibility in developing projects under this program.

Recent federal letters, etc., on various subjects have also indicated the desirability of giving maximum control to responsible local officials where possible.

To clarify this issue we are asking for your decision on the base design for this project and a written policy statement concerning your requirements for base design approval on Off-System projects.

We are holding up approval of this project pending a decision on this vital issue. This project is scheduled for the June 28, 1979, letting and as such time is of the essence.

Very truly yours,

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson
D. N. Stoudenmeyer
Jack Sullivan
Frank Terpin

PROJECT MANAGEMENT
FME CCE
LGE FAE
FHWA

/ 9010

SHAFF ROAD--WASHINGTON STREET (STAYTON) SECTION
North Gardner Avenue
Grading and Paving

NARRATIVE REPORT

1. HISTORY OF STREET

North Gardner Avenue at the present time is a ± 20 foot wide paved street with ± 10 foot gravel shoulders. A few years ago curbs were constructed for an anticipated 40 foot full street improvement. The traffic on the street is moderate with few heavy trucks, but many school buses travel the street because of the close proximity of three schools. The City, at the present time, is working with Marion County and the City of Sublimity to form a bike path network to connect the schools and parks of the two cities. An important link in this system is a path down Gardner Street between Shaff Road and West Locust St. This link will connect three of the Stayton schools with the existing bike path recently completed.

2. STORM DRAINAGE

At the time the curbs were built a storm drainage system was also built including catch basins in all low areas. The drainage on the south end of the project was completed last year under another street project.

3. STREET CROSS SECTIONS

The City of Stayton used a standard street section which has been found to be adequate over a period of years. The section consists of six inches of base rock (1 1/2"-0"), 1 1/2 inches of leveling rock (3/4"-0"), and 2 1/2 inches of Class B asphalt. All materials are available from local sources. For this project we intend to use three inches of A.C. pavement in the full street improvement and, for the half street improvement, use a varied thickness of three inches where we match existing pavement and two inches at the curb. The streets which front on Gardner Street have been constructed using the City's standard section with Kathy Street being the most recent.

4. GENERAL EXCAVATION

The curbs are all in place except for 60 lineal feet so the only excavation required will be between the curbs. We feel that the contractor can, by physically examining the conditions in the field, determine a close, accurate lump sum price for the general excavation. This will eliminate the need for the expensive cross-section surveys and allow more of the available funds to be used for construction. The subgrade material on this street is felt to be quite sound such that no item has been included for overexcavation.

5. CONCRETE CURBS

The design for the extruded concrete curb was taken from the OSHD manual on bike way design. The eight foot width of the bike path came from the same source.

6. INCIDENTAL ADJUSTMENTS

The contractor is to make all necessary adjustments to manhole rims and water valve boxes as required. Should any water or sewer service lines be encountered during subgrade excavation, they will be relocated by the city forces at no expense to the contractor. Private utilities which require adjustment will be adjusted or relocated by the utility company at no expense to the contractor. The contractor shall be responsible for all coordination of work with all affected utilities.

7. TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

The scope of the work is such that there will be minimal traffic protection required. The signing, etc., which will be required is shown on the plans such that a lump sum bid is all that should be required for this item.

8. DISPOSAL SITE

A disposal site is available for use by the contractor near the water treatment plant across the river on 1st Ave. Should the contractor choose to use this site, he will first be required to prepare the site by removing some trees and leveling some piles of earth.

7010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 1, 1979

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Shaff Rd.-Washington St. Section
Gardiner Avenue (City of Stayton)
Marion County

TO: G. W. Wimer
Local Government Manager

The proposed plan to provide an 8-foot bikeway separated from vehicle traffic by an extruded curb is satisfactory from a bicyclist's viewpoint, provided it can be kept clean.

It was suggested in the letter to Phillip Stearns from Ellis Vandehey that "If necessary, in the future, the asphalt curb proposed to separate bike and vehicle traffic could be removed and a full street width restored for vehicle use". Once this on-street bicycle path has been established, I don't think they should anticipate removing the curb, unless they intend to pave the entire 40-foot width, eliminate all parking, and stripe shoulder bike lanes on both sides of the street. To replace the on-street bikeway with sidewalks, in the future, would not be satisfactory for bicyclists.

DES:lt

cc: Phillip Stearns
FHWA

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
FEB 6 1979
File: PM FA
LG OP
TAA Reynoldson

7010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 24, 1979

FROM: Duane O. Christensen
Final Design Engineer

TO: Phillip O. Stearns
Region 2 Federal-Aid Engineer

SUBJECT: Shaff Road-Washington Street
Gardiner Avenue
City of Stayton
Marion County

In response to your letter of January 16, 1979, to Mr. Wimer, we have no comment as to the concept approval.

Final Design's role in the process of reviewing consultant off-system projects is basically to ascertain whether the designed project meets AASHTO minimum standards, base design is documented and has Region and/or the Base Design Engineer's approval, project plans are complete and adequate for bidding and construction, and to review the estimate to be sure the project is fundable.

1-26-79 Discussed w/ Stearns & Shaffer
Shaffer writing re "bikepath"
Stearns discussed bike problems
with city; namely cost, maint,
parking & continuing formal
route into future. City still
wants Stearns to discuss 'stage'
construction with Kaggus
and proceed.

DOC:ab
cc: G. W. Wimer

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LCE ☒ TAE ☐ OPE ☐

1/29

PM FA
LG CP

TA

7010

FORM 21-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 16, 1979

Salem, Oregon

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Shaff Rd.-Washington St. Section
Gardiner Avenue
City of Stayton

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

Attached is a letter for the City of Stayton and one copy of City's proposal for the Gardiner Avenue SOSP project.

The present proposal is to construct a two-block full improvement from Shaff Road to Locust Street and one half street improvement from Locust Street to Washington Street. The half street improvement will be curbed and utilized for a bikeway. As explained in Mr. Vandehey's letter, this bikeway will fit into their bicycle path grid.

Since the project differs from the original proposal, City is requesting approval of the concept before advising the consultant to proceed. Region Office has reviewed the proposal and recommends concurrence.

Please forward the request through normal channels for consideration.

POS/gl
attachment

c.c. Don Shaffer
C.O. Christensen
FHWA

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☒ FAE ☐
JAN 17 1979

Reynolds
Obtain Final Design
(including Don Shaffer)
and FHWA concurrence

CITY OF STAYTON

362 N. THIRD AVE. • STAYTON, OREGON 97383

MAYOR
Wayne Lierman

CITY COUNCIL
H. Porter, Pres.
L. Sanders
R. Kingsley
K. Hazelwood
J. Fields

ADMINISTRATIVE
769-3425

Ellis Vandehey

POLICE
769-3421

A. A. Allen
Police Chief

FIRE
769-2601 (bus.)
769-2211 (emer)

Ron Tegen
Fire Chief

PUBLIC WORKS
769-3425

H. V. Whitaker
Superintendant
of Public Works

January 4, 1979

Phillip Stearns
Federal Administration Specialist
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

REF: Gardner Avenue Project

Dear Mr. Stearns:

The original applications for the SCA and SOS funding had the project limits reaching from Washington Street north to Shaff Road. It has since been recognized the construction limits would have to be established with something less than the original project limits in order to stay within the available grant funds. Since there are not enough funds available for the complete project, it is necessary to establish and prioritize the most acceptable improvements possible within the available grant funds.

The City's present intention and request for approval is as follows: to widen the east side of Gardner Avenue to accommodate a bike path from Locust to Shaff Road plus accomplish as much full width street improvement as possible, north from Washington to approximately Locust Street. The bike path on the east side from Locust Street to Shaff Road would constitute a widening improvement as this portion of the roadway would be constructed to local street standards sufficient for carrying traffic. If necessary, in the future, the asphalt curb proposed to separate bike and vehicle traffic could be removed and a full street width restored for vehicle use.

The project, as described above, in addition to fully improving approximately one fourth of the roadway to City standards, would complete the necessary link in our bicycle path grid. At the present time, in cooperation with Marion County and the City of Sublimity, we are completing a bike path from Center Street in Sublimity south along Cascade Highway to the City limits of Stayton. The City of Stayton has already completed the next section of the bike path from the City limits at the corner of 1st and Shaff Road west to the Middle School along Shaff Road. The proposed bike path included in our request, would then join with the existing path on Shaff Road

and then run south along Gardner Avenue to Locust Street. This would tie four of our schools, the Middle School, Regis High School, Stayton High School and the Stayton Grade School, to our City bike path system. The bikes could then turn south on Douglas Street from Gardner and feed directly into the new City Park. The new City Park includes the swimming pool, tennis courts, multi-purpose courts, soccer field and softball diamond.

We believe this request is within the intent of the grant since all funds are being used to construct roadway to City standards on Gardner Avenue. We will, however, be using part of the roadway as a bike path in our system.

For my information and that of the City Council, could you please furnish us with the amount of grant funds available and also an estimate of the OSHD administrative and inspection fees on this project so we can determine the extent of the City's financial commitment to complete this proposed revised project.

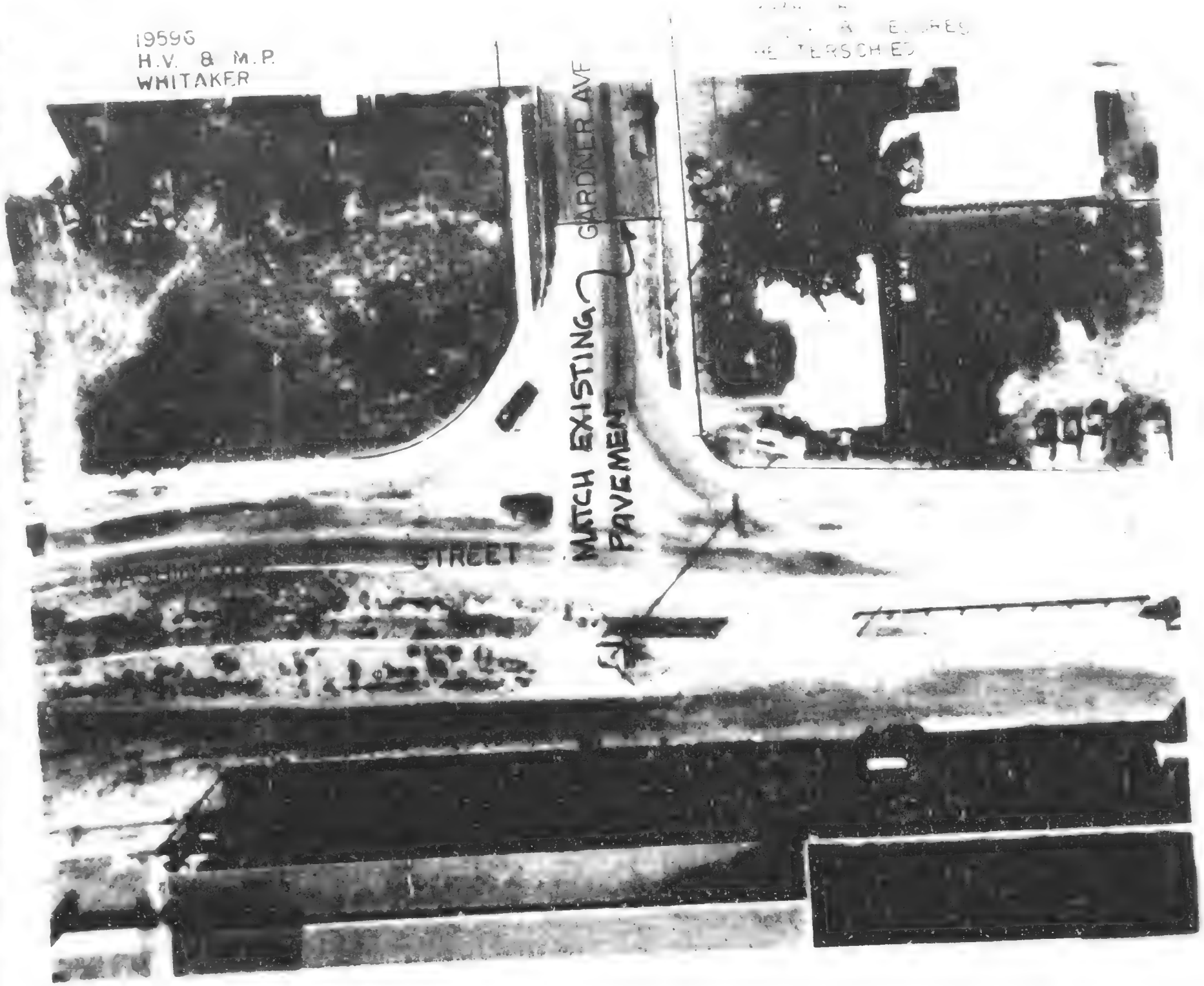
Enclosed please find two prints of schematics showing the latest City proposal for the Gardner Avenue improvement.

If any further information is needed, please do not hesitate to give me a call.

Sincerely,

Ellis Vandehey
City Administrator

EV/bk
enclosures


19596
H.V. & M.P.
WHITAKER
GARDNER AVE
MATCH EXISTING
PAVEMENT
STREET

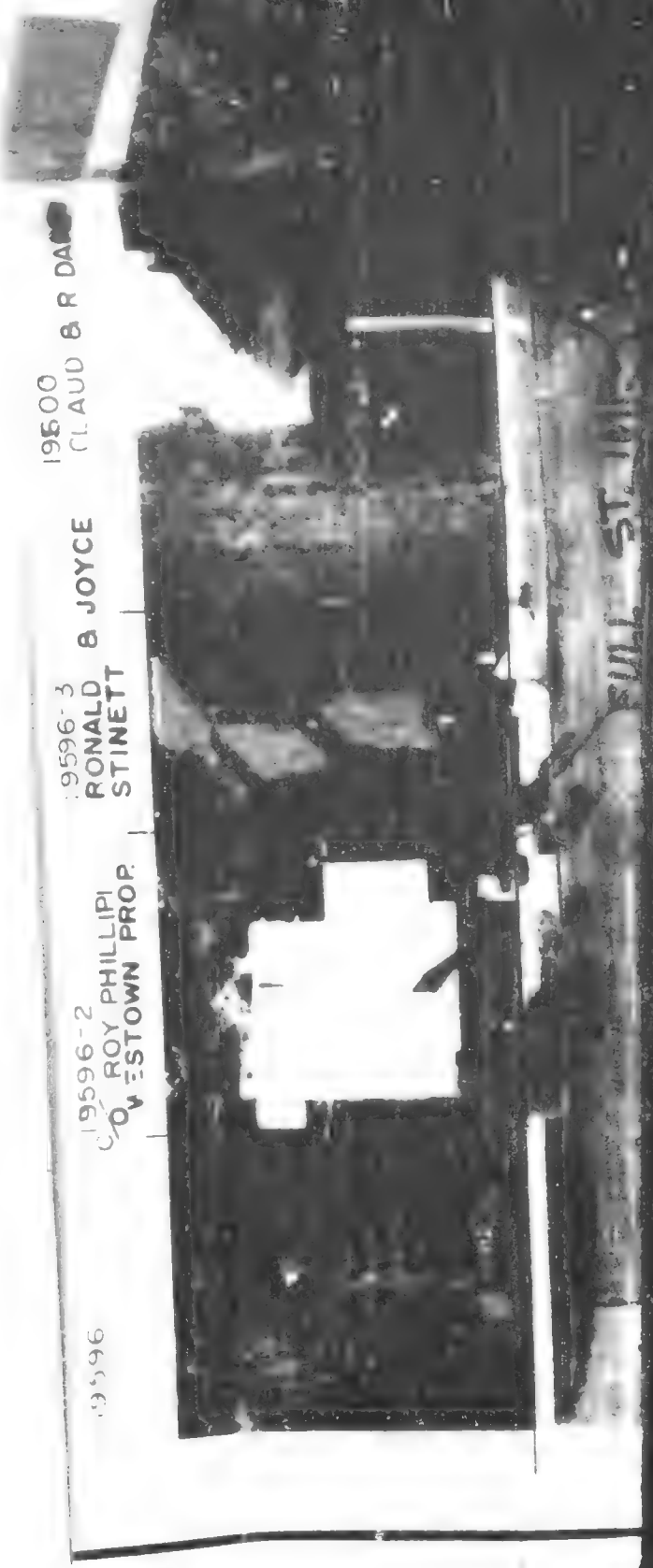
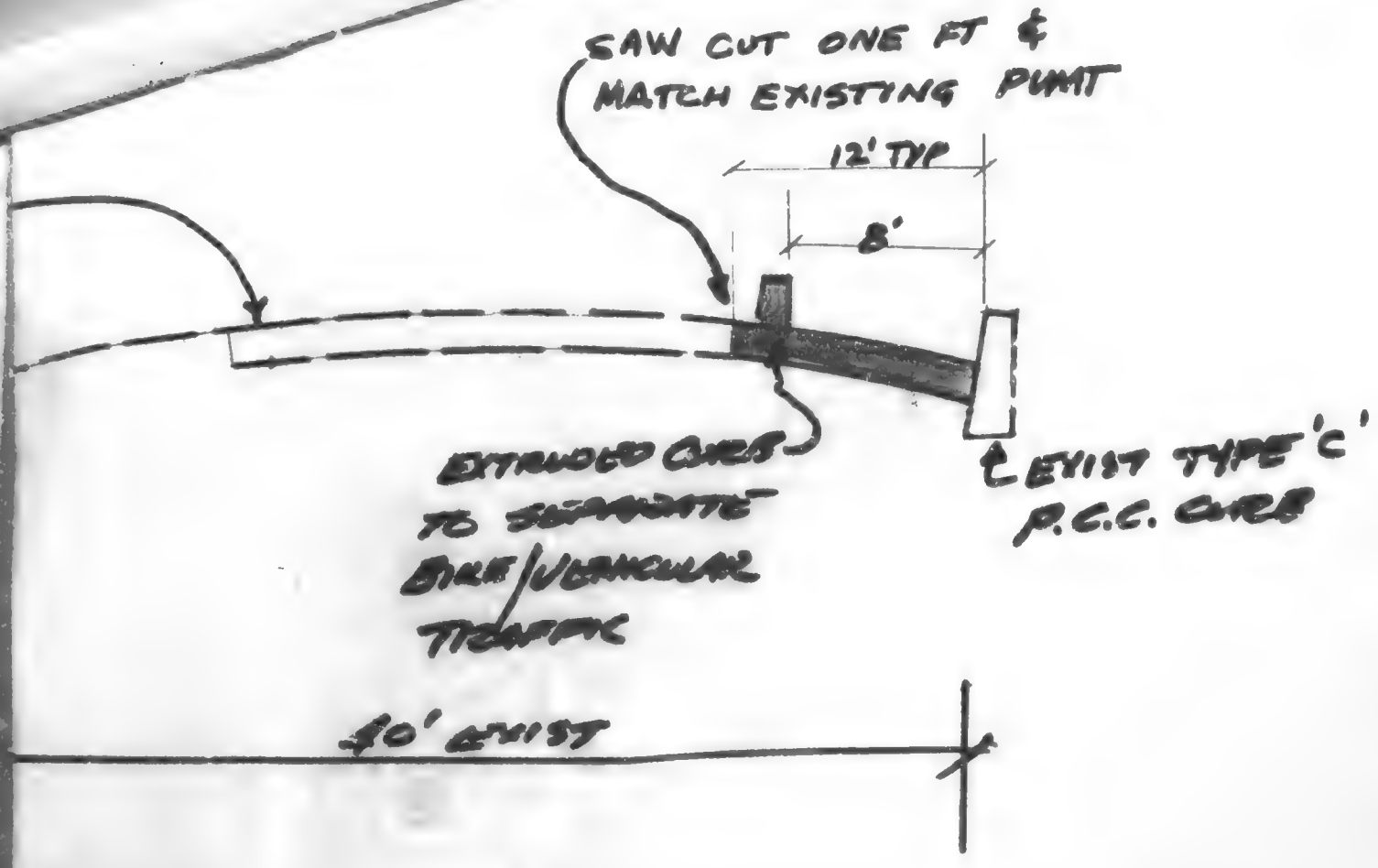

19596-2
ROY PHILLIPI
WESTOWN PROP.
19596-3
RONALD & JOYCE
STINETT
19600
CLAUD & R DA
FULL ST

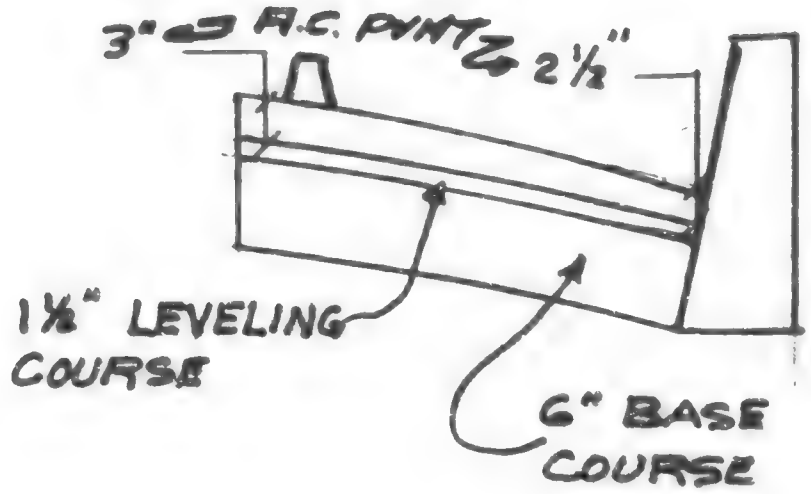
Fig 3

EXISTING PAVEMENT ± 30' WIDE

596
V. & M.P.
ITAKER

38382-18
JOE F. & DELORES
HETTERSCHIED


SAW CUT ONE FT &
MATCH EXISTING PVMT
12' TYP
8'
EXTRUDED CURB
TO SEPARATE
BIKE/VEHICULAR
TRAFFIC
℄ EXIST TYPE 'C'
P.C.C. CURB
40' EXIST



CITY OF STAYTON

GARDNER AVE. IMPROVEMENTS

SCHEMATICS - DEVELOPED PLAN

FOR 305/504 PROJECT

19586 9
DALE & JANICE
MAGEE

TEGEN

19586-6
ROBERT J & HELEN M.
FRITTON

.9596

.9596-2
C/O ROY PHILLIPI
WESTOWN PROP.

.9596-3
RONALD & JOYCE
STINETT

19500
CLAUD & R DA

DARBY ST.

38382-18
JOE F & DELORES
HETTERSCHIED

38382-6
BARRY A & MARY JANE
HOFFOS

19586-4
LOGAN & GRACE
CRESWELL

19586-3
WESTOWN PROP.
C/O ROY PHILLIPI

19586-2
JOHN D. & ELIZABE
DAVIS

PARTIAL IMP. W/S BIKE P

30.00

WESTERN AVE.

LIZAG... CARLLE & JUANITA
BRENNA

...RT
...DGE & GINGER K

LOCUST ST

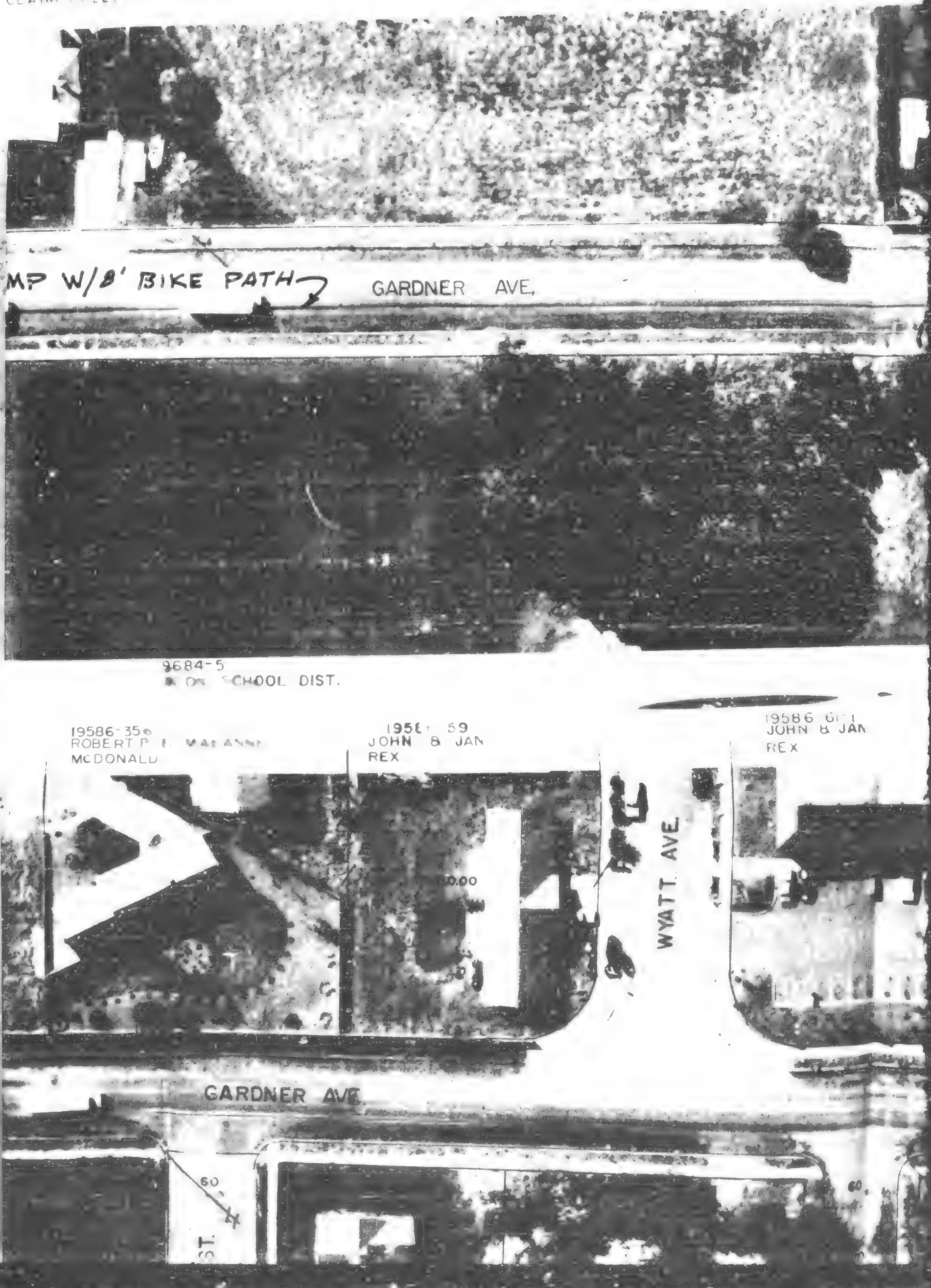
12' TYP.

8988

PARTIAL 1

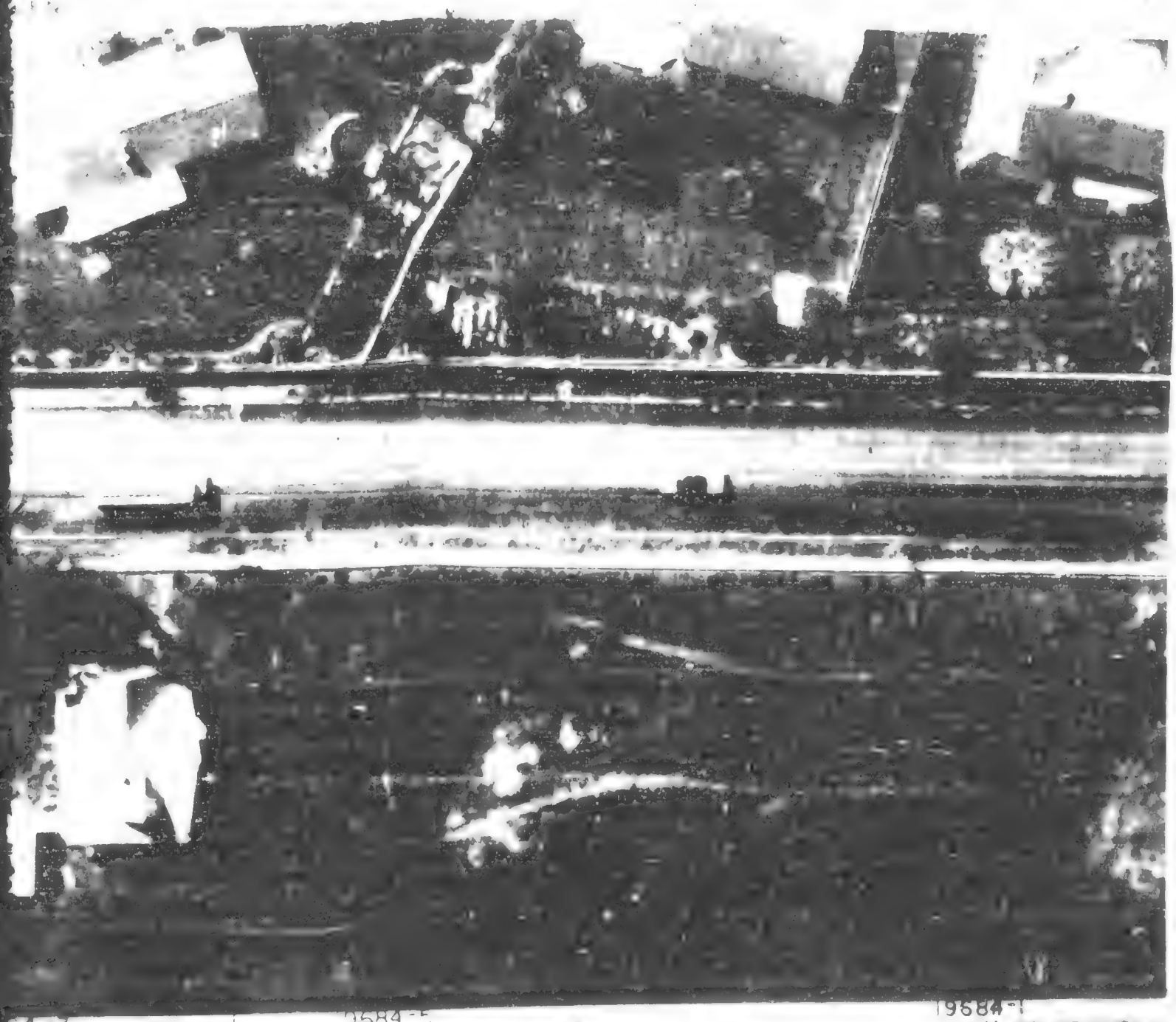
...0.15 CURB

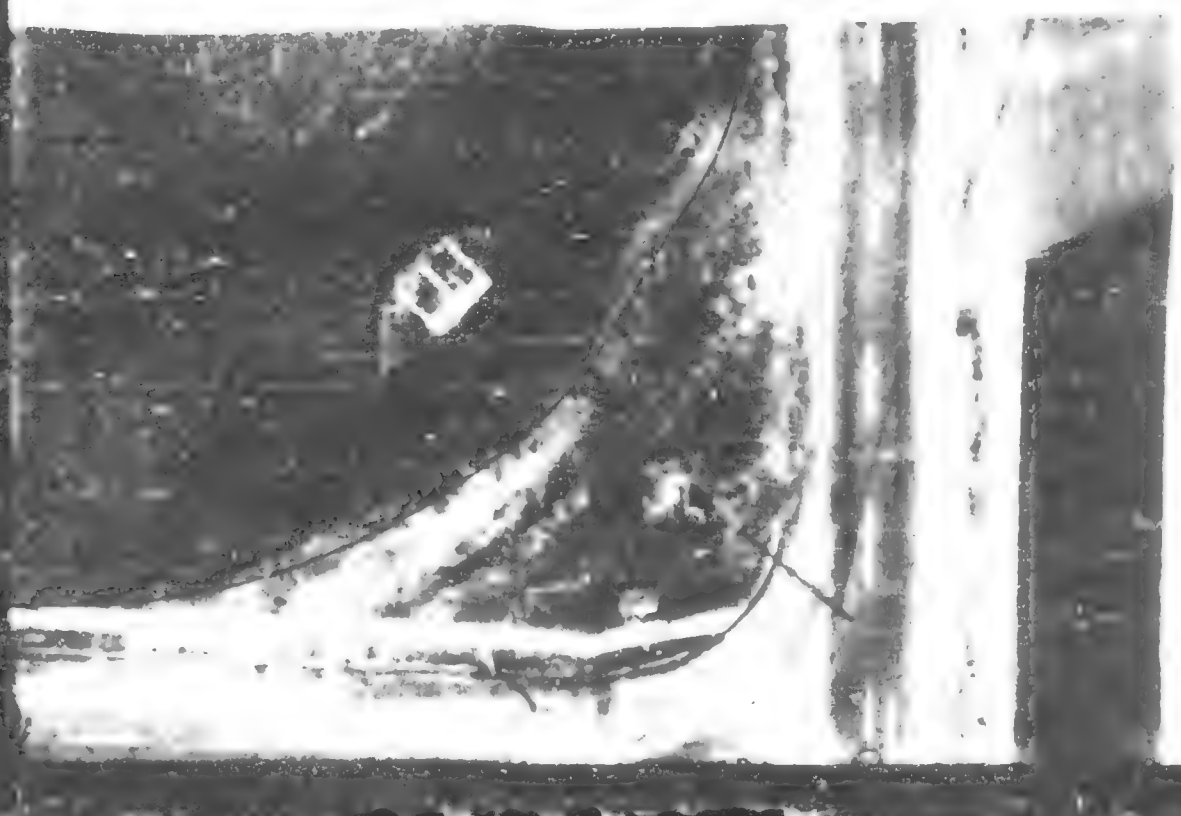
CLARA [illegible]


MP W/8' BIKE PATH
GARDNER AVE.
9684-5
[illegible] SCHOOL DIST.
19586-35
ROBERT P [illegible]
McDONALD
1958 59
JOHN & JAN
REX
19586 61
JOHN & JAN
REX
WYATT AVE
GARDNER AVE
60
60
ST.

DE NOTE PROPOSAL

PARTICIPATION.





FULL ST. IMP.

100.00

DARBY ST.

38382-8
JOE F & DELORES
HETTERSCHEID

38382-6
BARRY A & MARY JANE
HOFFOS

38382-
GERA
WEIY

19586-4
LOGAN & GRACE
CRESWELL

19586-3
WESTOWN PROP.
c/o ROY PHILLIPI

19586-2
JOHN D. & ELIZABETH
DAVIS

PARTIAL IMP. W/8' BIKE PATH

30.00

19684-4
R&M KIMSEY

19684

19671
D L. & ISABEL I PEMBERTON

PARTIAL 1

LOCUST ST.

19586-359
BARRY & SEWANNA
RODGERS

19586-358
ALBERT R. JR. & VILLA M.
STEINBRING

19586-357

ELIZABETH CARLILE & JUANITA
BRENNA

WESTERN AVE.

89.88

12' TYP.

PATH

19670-211
MERRITT A. & NAOMA O.

NAME PEMBERTON

MP W/8' BIKE PATH

GARDNER AVE.

9084-5
ON SCHOOL DIST.

19586-35
ROBERT P
MCDONALD

19586-59
JOHN & JAN
REX

19586 61
JOHN & JAN
REX

WYATT AVE

GARDNER AVE.

REGIS ST.

38400-064
THEODORE & JANICE
SCHOTTOEFER

19669
WILLIAM & VIOLET

19684-4
REX & MARG[illegible]
KIMSEY

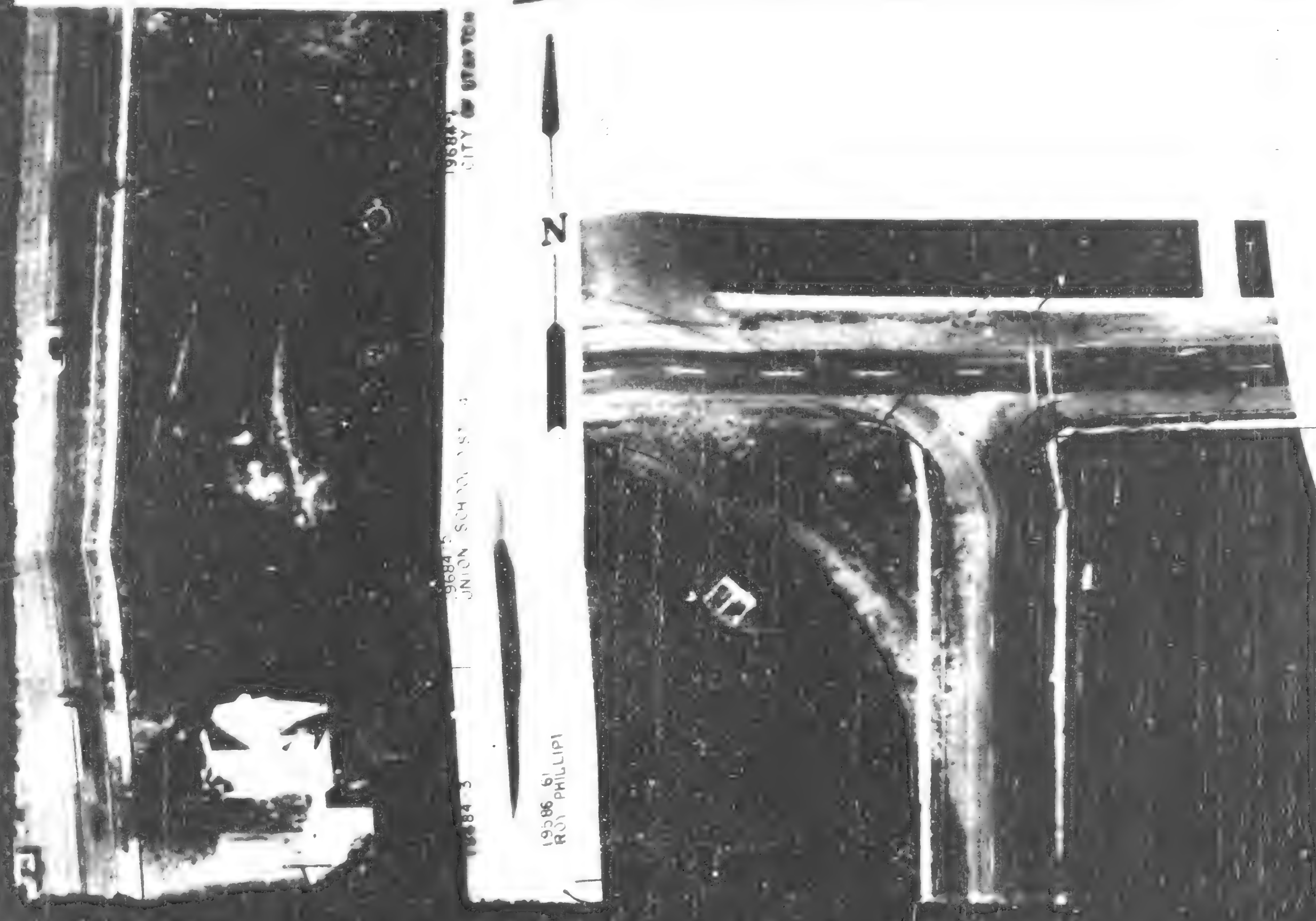
19684-5
UNION SCHOOL DIST 4-J

86-61-1
HN & JAN
X

[illegible] 86 61
R[illegible] PHILLIPI

38400-51-1
ROY PHILLIPI

38400-50-1
HARMON P & LOIS A
DRUSILLA


N
19686 6'
ROY PHILLIPI
38400-50-1
HARMON P & LOIS A
DRUSHELLA

9010

January 4, 1979

City of Stayton
362 N. Third Ave.
Stayton, Oregon 97383

Attn: Ellis Vandehey
City Administrator

Dear Mr. Vandehey:

Re: Gardner Avenue Project
Special City Allotment

With reference to your letter of December 28, 1978 to Phil Stearns, Region Federal Aid Specialist, requesting an extension of time on the subject project. This is to inform you that a one year extension of time is granted.

Very truly yours,

/s/ GWW

Gerald W. Wimer
Local Government Manager

FH:dmc
cc: Phil Stearns
Region 2, Federal Aid Spec.

CITY OF STAYTON

362 N. THIRD AVE. • STAYTON, OREGON 97383

MAYOR
Wayne Lierman

CITY COUNCIL
H. Porter, Pres.
L. Sanders
R. Kingsley
K. Hazelwood
J. Fields

ADMINISTRATIVE
769-3425

Ellis Vandehey

POLICE
769-3421

A. A. Allen
Police Chief

FIRE
769-2601 (bus.)
769-2211 (emer)

Ron Tegen
Fire Chief

PUBLIC WORKS
769-3419

H. V. Whitaker
Superintendant
of Public Works

December 28, 1978

Phil Stearns
Federal Adm. Specialist
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

RE: Gardner Avenue Project
Special City Allotment

Dear Mr. Stearns:

I appreciated the opportunity of meeting with you yesterday to again discuss the Gardner Avenue project here in Stayton.

Since the original SCA agreement was approved by the Oregon Transportation Commission on September 28, 1976 and signed by the State Highway Engineer on January 7, 1977, it is necessary for us to apply for an extension.

If the extension is granted and a modified project for Gardner Avenue is approved, hopefully it can be completed in the early part of 1979.

The modified Gardner Avenue project proposal will be submitted to you for your approval within the next few days.

Thank you for your cooperation.

Sincerely,

Ellis Vandehey

Ellis Vandehey
City Administrator

EV/bk

9010

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Stayton
City Council
City Hall
Stayton, Oregon 97383

Attention of Honorable Layne L. Lierman
Mayor

Request No. (assigned by staff engineer or head of section) cc 1822

Date May 22, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit PE $1680.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in advance deposit	$400.00	
		To be transferred to State Highway funds for the PE for the Shaff Road - Washington Street on Gardner Ave. Project #SOS-2402(1)		$1,280.00

AO 431

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,680.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:

324-1937

Submitted by:

Harold Reynolson
Harold Reynolson

Approved:

.....
Regional Engineer

Approved:

G.W. Wimer
G.W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form A-62—Sht—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

State Highway Engineer

Dept. Building

Salem, Oregon 97310

This Space for Use of Accounting Division

Date May 23, 1978

Invoice No. .....

P. O. No. .....

Transfer from Special city Allotment fund to State Highway funds for the matching funds for the Shaff Road - Washington St. (Stayton) Section on Gardner Ave. SOS-2402(1). $1680.00.

324-1937

G.W. Wimer

cc 1822
AD 431

1010

Hold

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 9, 1978

James E. Campbell
City Recorder
City Hall
Stayton, Oregon 97383

Dear Mr. Campbell:

This is to advise you the Highway Division has received authorization from the Federal Highway Administration for the preliminary engineering on the Shaff Road-Washington Street Section of Gardiner Avenue.

Enclosed are two copies of the approved consultant agreement. Please forward one copy to Westech Engineering, Inc., and advise them they may proceed with preliminary engineering.

Mr. Ken Wolfe, 2111 Front Street, Salem, Oregon, 97303, phone 378-8132, has been assigned as Liaison Engineer for the Highway Division. Please submit City approved billings to Mr. Wolfe for processing.

Sincerely,

Phillip O. Stearns

Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

POS/dea
Enc.
cc: D. H. Moehring
K. D. Wolfe

PROJECT MANAGEMENT
CCE
FAE
MAY 10 1978
File: PM FA
LG

9010

Form [illegible] (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Shaff Road - Washington St. (Stayton) Date March 20, , 1978

Highway Gardner Avenue Authorization No. 1

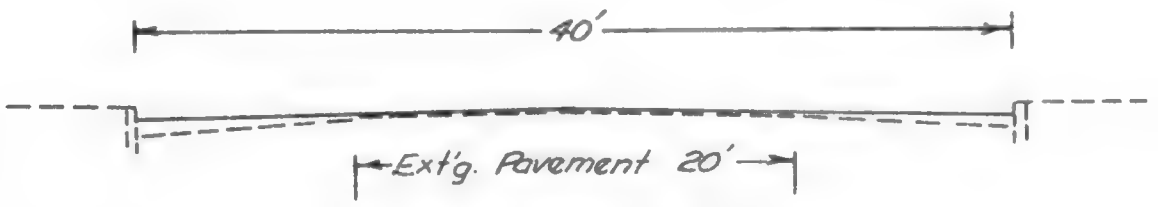
County Marion Survey Prefix 324-1937
(Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is intersection of Shaff Road (Co.). The southerly terminus is intersection of Washington St..

Length 0.59 mile.

NOTE: This Prefix replaces 324-1402 which is cancelled



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for grading and surfacing Gardner Avenue. This is a Federal-Aid Off-System Project.

RECEIVED

MAY 08 1978

ACCTG. CONTROL

SOS-2402(1)

5-2-78

Estimate of cost:			
	Field	901	1,000
	Consultant	904	8,600
	Plans	905	500
	Soils	910	1,500
	Specifications	921	400

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Richard E. Nelson Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Mgr. Assistant State Highway Engineer

SP*23606-734

wd A N MP

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1010

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-2-78

FEDERAL AID PROJECT NO.
SOS-2402(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80265

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-2-78	5-2-78	Non Federal-aid
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:
"Shaff Road - Washington St. (Stayton) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, grade, drain and pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — Including utility preparatory work TEC NTE $12,000 F.P. $7,740
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

Dillard 5-5

REMARKS

As requested in Mr. Swan's letter of 4-24-78 I approve the consultant agreement with Westech Engineering, Inc, and you are authorized to proceed with the necessary work.

Also, as requested in Mr. Swan's 4-24-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $88,000 federal funds $56,760 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1978, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement of the Economic Simulus Appropriations Act of 1977 apply to the construction phase of this project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-2-78	G K Hansen NOTED F. B. KLABOE	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (Rev. 5-73)

9018

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: May 2, 1978

In reply refer to: HFO.8-OR

SUBJECT: Oregon Project No. SOS-2402(-)
PROPOSED CONSULTANT AGREEMENT
Shaff Road-Washington Street (Stayton Section)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

The proposed agreement submitted with Mr. Swan's letter of April 24, 1978 is approved as to form.

G. K. Hoesmer
for G. L. Green

NOTE
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAY 03 '78
REFER TO
Mehrens
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7010

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80265
Project No. SOS-2402(1)
Shaff Road-Washington St. (Stayton) Section
Marion County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action under the provisions of FHPM 7-7-2 para. 10e.

2) Approval of the enclosed copies (2) of the consultant engineering agreement with Westech Engineering Inc. and the return of one copy approved for our files.

3) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $12,000 with an obligation of $7,740 in federal funds.

4) Authorization for construction at an estimated total cost of $88,000 with an obligation of $56,760 in federal funds.

CL:dmc
Enc.
cc: C. Fredrickson, (Region 2)
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; A... U.S. DO... B...

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 24, 1978

CARD															
CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT DHV 250 2,500	FUTURE (68)(70) N/A	YEAR (71)(72) 98	REGION 10	STATE NAME Oregon						
CARD 3-	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Gr., Dr., H.T. Pave	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) SOS-	NUMBER 14 73 7 2402 (1)					
CARD 4	CLASS OF FEDERAL FUNDS Safer Off System Roads								COUNTY NAME Marion	CODE (14)(16) 047					
	NAME OF URBAN AREA 17-31 -								ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)(37)	U.S. -- (41)			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5	(14-15) (18)	41	42		PE		"Shaff Road-Washington St. (Stayton) Section"	0.59	12,000	10,320 7,740	-	1680 4,260 (City)
5					ROW							
5					CONST (CODE) 6201			0.59	88,000	56,760	-	31,240 (City)
							PROJECT TOTALS	0.59	100,000	64,500	-	35,500 (City)

(18) (23)(24) (33) REMARKS

ROW Ac... Pa...

CARD	CODE	PREPARED BY
1	1	CL
1	14	PROGRAM APPROVAL DATES March 8, 1978

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 24, 1978

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Gardner Ave. (Stayton)	ADT	DHV 250 2,500	N/A	98	10	Oregon	41	680	80265

KIND OF WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
...T. Pave								SOS-	2402 (1)			

SYSTEM	COUNTY NAME	CODE	PROGRAM STAGE
...tem Roads	Marion	047	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	City St.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
...E		"Shaff Road-Washington St. (Stayton) Section"	0.59	12,000	10,320 7,740	-	1,680 4,260 (City)	
...OW								
...ONST (CODE) 201			0.59	88,000	56,760	-	31,240 (City)	ROW-60' min.; Access Control-None; Parking Restrictions-None
	CL	PROJECT TOTALS	0.59	100,000	64,500	-	35,500 (City)	

APPROVAL DATES March 8, 1978

REMARKS

-over-

USCOMM OUBC OMB-OC 48808-P61

SHAFF ROAD-WASHINGTON ST. (STAYTON) SECTION
PROJECT NO. SOS-2402(1)

Existing Facilities: 40-foot curbed section consisting of 20-foot A.C. roadway with 10-foot gravel parking each side.

Adjacent Sections: N. End -- Jct. with Shaff Road.
S. End -- Jct. with W. Washington St.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Widen roadway surface to existing curbs and construct bikepath, which work consists of grade, drain and high-type pavement and incidental work common to this type of project. Adjustment of utilities as required.

NOTE: Preliminary engineering will be accomplished by the consultant firm of Westech Engineering Inc. with review and contracting by State Forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

9010

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: April 5, 1978

FROM: Richard L. Evans
Staff Auditor RLEvans

SUBJECT: Pre-award Evaluation
City of Stayton/Westech Engineering Inc.
Washington Street-Shaff Road Section
Gardner Avenue, Safer Off-System Roads

Definition Statement

G.W. Wimer, Local Government Manager, requested this evaluation in his interoffice memo dated March 6, 1978.

City proposes to employ Westech Engineering, Inc., consulting firm, to provide preliminary engineering prior to construction of the Washington Street-Shaff Road section of Gardner Avenue. Oregon State Highway Division is requested to provide all construction engineering.

This is a lump-sum Agreement in the amount of $8,610.00 plus actual costs incurred for jobsite foundation drilling and material testings. Consultant shall commence service within 30 days after written notice to proceed and will be completed within 90 days after commencing.

Analysis

Consultant selection was based on the fact that Westech Engineering, Inc., has been retained as acting City Engineer for several years and could perform satisfactorially, economically, and expeditiously. This method of selecting a consultant is acceptable. However, RECITAL, Par. 2, does not state precisely how many years they have been retained.

Exhibit A, there is no sheet 1 of the Consultant's work program.

The overhead rate and the method of determining hourly rates are reasonable, allocable and arithmetically correct.

Conclusion

I recommend that this Consultant Agreement be approved.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

81-129-1307

9010

CITY OF STAYTON

362 N. THIRD AVE. • STAYTON, OREGON 97383

REGION 2 ENGINEER
RECEIVED
MAR 31 1978
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

March 30, 1978

MAYOR
Wayne Lierman

CITY COUNCIL
H. Porter, Pres.
L. Sanders
R. Kingsley
K. Hazelwood
J. Fields

ADMINISTRATIVE
769-3425
Norman Boice
City Administrator

POLICE
769-3421

FIRE
769-2601 (bus.)
769-2211 (emer)
Ron Tegen
Fire Chief

PUBLIC WORKS
769-3425
H. V. Whitaker
Superintendant
of Public Works

Mr. Phillip O. Stearns
Federal Aid Specialist
Dept. of Transportation
2960 E. State Street
Salem, Oregon 97310

SUBJECT: Federal Aid Safer Off System Consultant Agreement

Dear Mr. Stearns:

Regarding our telephone conversation concerning the method in which the City chose to utilize the City's current consulting engineering firm, Westech Engineering of Salem, Oregon.

In August of 1973, the City of Stayton went through informal inquiries and discussions with several engineering firms in an effort to find a firm that could represent the City as an engineering consultant. The City previously was contracting with CH_2Hill in Corvallis. The Council reviewed several local consulting engineering firms and determined that Westech Engineering could provide the types of services deemed necessary to represent the City's interest.

Westech Engineering was asked by the Stayton City Council to prepare the application for the Safer Off System program and also the consultant's agreement for the project. The Stayton City Council justified their request in that Westech Engineering was more readily familiar with the design criteria and construction problems associated with work in the City of Stayton.

I hope this information can satisfy the needs for justification for hiring consulting engineering for the City of Stayton and if additional information is necessary, please feel free to contact my office at any time.

Yours truly,

J. E. Campbell
Asst. Public Works Director

JEC/bk
cc: Westech Engineering

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 4 1978
TAA Holmes File: PM FA LG OP

4/5/78
Copy to Rich Evans.
MSH

9010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 27, 1978

FILE: HOLD

FROM: Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

TO: Gerald W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Safer Off-System Project
Shaff Rd. - Washington St. (Stayton)
Gardner Ave (Off-system)
City of Stayton

Attached is the Authority for Survey, Prospectus Map, and estimated Region costs for the subject project.

The construction-finance agreement has been approved, and the consultant agreement is presently in the process for approval.

Please process the documents through normal channels for approval.

3-30-78
Authority for Survey, etc.
to TERPIN. Z

POS/lea
attachments

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐
MAR 28 1978
TAA ☑ File: PM FA LG OP

Combination '77 SIS and SA

Section SHAFF RD. - WASHINGTON ST. (STAYTON) Prefix ____ Auth. No. 1

Highway GARDNER AVENUE (OFF-SYSTEM) Length 0.59 County Marion

		Authorized	Spent to	Total Required
Field Survey	(301)			1,000
Citizen Input	*(902)			
Consultant	(904)			8,610
Final Design	(905)			
Bridge Design	(906)			
Preliminary Design	(907)			1,500
R/W Descriptions	(909)			
Soils & Geology	(910)			
Traffic	*(911)			
Landscape	(912)			
Liaison	*(913)			
Utility	*(914)			
Photogrammetry	(916)			
Location Studies	(918)			
Engr. Graphics	(919)			
Office Engineer	(920)			
Specifications	*(921)			
Environmental	*(923)			
Planning	(924)			
Foundation Exploration	*(926)			
Seminars	(950)			
Hearings	*(980)			
Equal Opportunity	*(985)			
TOTALS				

Field ____ Office ____

Field Survey % Complete

Remarks: 11,110

Form E-30 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Shaff Road - Washington St. (Stayton) Date March 20, 1978

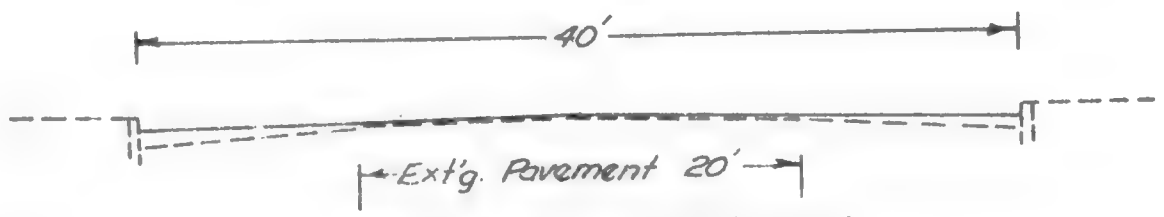
Highway Gardner Avenue Authorization No. 1

County Marion Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is intersection of Shaff Road (Co.). The southerly terminus is intersection of Washington St..

Length 0.59 mile.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for grading and surfacing Gardner Avenue. This is a Federal-Aid Off-System Project.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Richard E. Nelson
Field Engineer

Recommended for Approval:

Regional Engineer

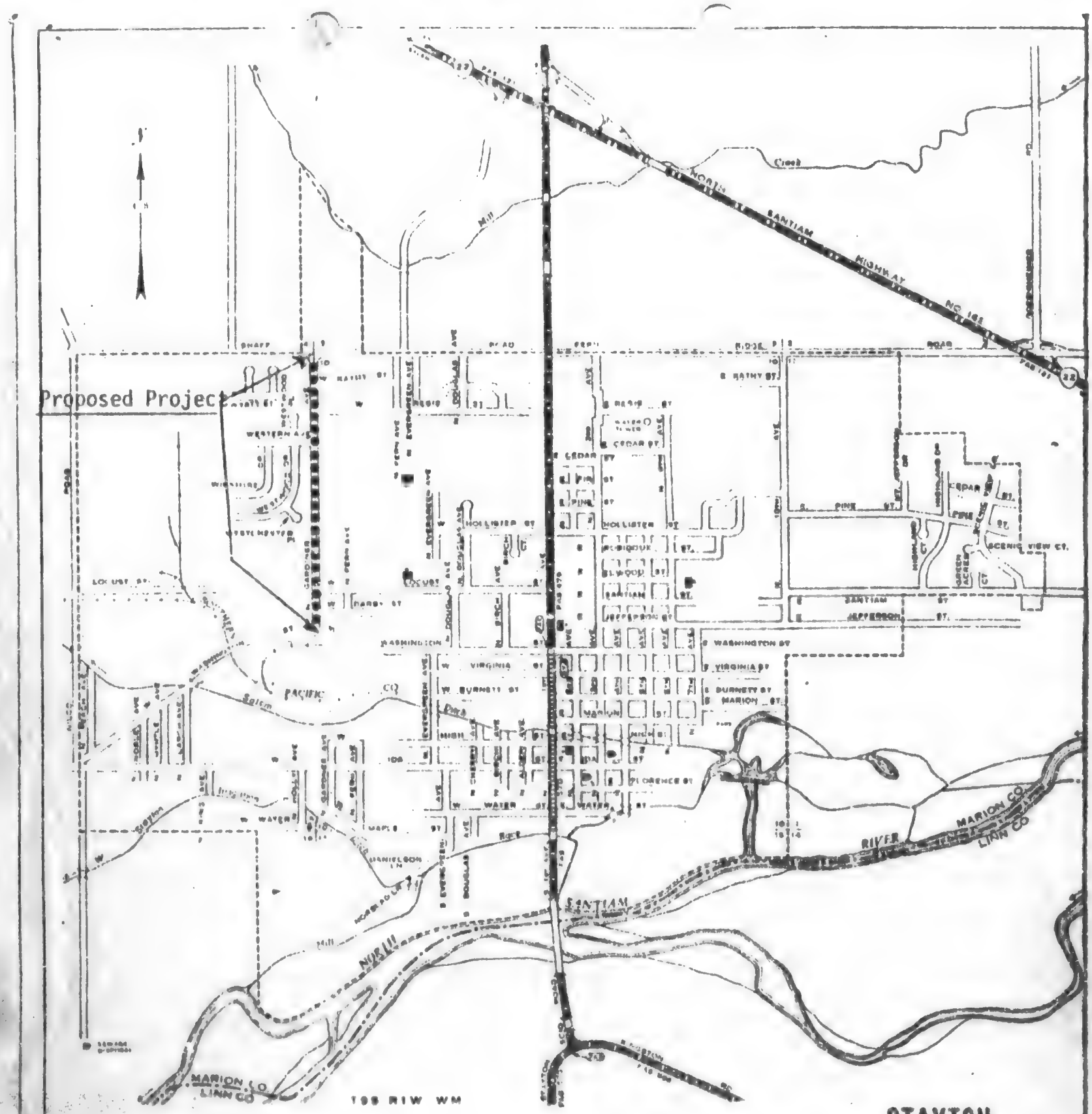
Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734



PROSPECTUS MAP

SHAFF RD. - WASHINGTON ST. (STAYTON) SEC.
GARDNER AVENUE (CITY ST.)
MARION COUNTY
MARCH 1978

STAYTON

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

Population 2,900

Scale in Feet

Revised September 1969

LOCATION PROSPECTUS

Shaff Rd.-Washington St. (Stayton) Section
Gardner Avenue
Marion County

March 20, 1978

Highway: City Street, Gardner Avenue.

Termini: The northerly terminus is the intersection of Shaff Road (Co.) and Gardner Ave.. The South terminus is intersection of Washington Street (City).

Length: 0.59 mile.

Narrative: Purpose of the survey is to prepare plans, specifications and cost estimate for grading and surfacing Gardner Avenue. Existing street is paved with gravel shoulders and has curbs in place.

Preliminary engineering will be done by consulting engineer.

There is an existing storm drainage system, investigation will be made to determine the need of an improved outfall.

This is a Federal Aid, Off-System Project.

Characteristics: 1975 estimated ADT was 2,440 vehicles per day with 5.5% trucks.

Standards: Geometric Design Guide for Local Roads and Streets, AASHO, 1970 will apply. Design speed of 30 MPH should pose no problems. No deviation from standards is anticipated.

Typical Section: Existing street is 40 feet wide, curb to curb. Twenty feet paved with gravel shoulders and has curbs and walks in place.

Proposed, 40 foot paved consisting of 2 - 12 foot travel lanes and 2 - 8 foot shoulders/parking.

Agreements: Agreement with City of Stayton and consulting engineer will be required.

Right of Way: None required.

Utilities: Existing utilities are within the existing R/W by franchise. No problems are anticipated.

9010

February 23, 1978

City of Stayton
City Hall
Stayton, OR 97383

Attention: Norman D. Boice
City Administrator

MISC. CONTRACTS and
AGREEMENTS No. 6244

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Shaff Road-Washington Street Section of Gardner Road in Stayton.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

bkr

Enclosure

bc: Don Harwell (agreement attached)

9010

CITY OF STAYTON

362 N. THIRD AVE. • STAYTON, OREGON 97383

MAYOR
Wayne Lierman

CITY COUNCIL
H. Porter, Pres.
L. Sanders
R. Kingsley
K. Hazelwood
J. Fields

ADMINISTRATIVE
769-3425
Norman Boice
City Administrator

POLICE
769-3421

FIRE
769-2691 (bus.)
769-2211 (emer)
Ron Tegen
Fire Chief

PUBLIC WORKS
769-3425
H. V. Whitaker
Superintendant
of Public Works

REGION 2 ENGINEER
RECEIVED
FEB 01 1978
RLE RBE
RE RCE RME RTE ROE
UAE SEO RRO ENV RPE

January 31, 1978

Mr. Phillip O. Stearns
Federal Aid Specialist
Department of Transportation
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

In accordance with the instructions contained in your letter of January 6, 1978, we are attaching the following documents:

1. Resolution #241 passed by unanimous vote by the Common Council of the City of Stayton on January 23, 1978.

2. Three (3) executed copies of the Preliminary Engineering and Construction-Finance Agreement.

Thank you for your cooperation.

Sincerely,

Norman D. Boice
City Administrator

NDB/bk
attachments

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
FEB 9 1978
File: PM FA
TAA LG OP

1010

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the down-town area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Ilyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rullen
D. N. Harwell
George Bell
Max Klotz

CITY OF STAYTON
Proposed SOS-R Project

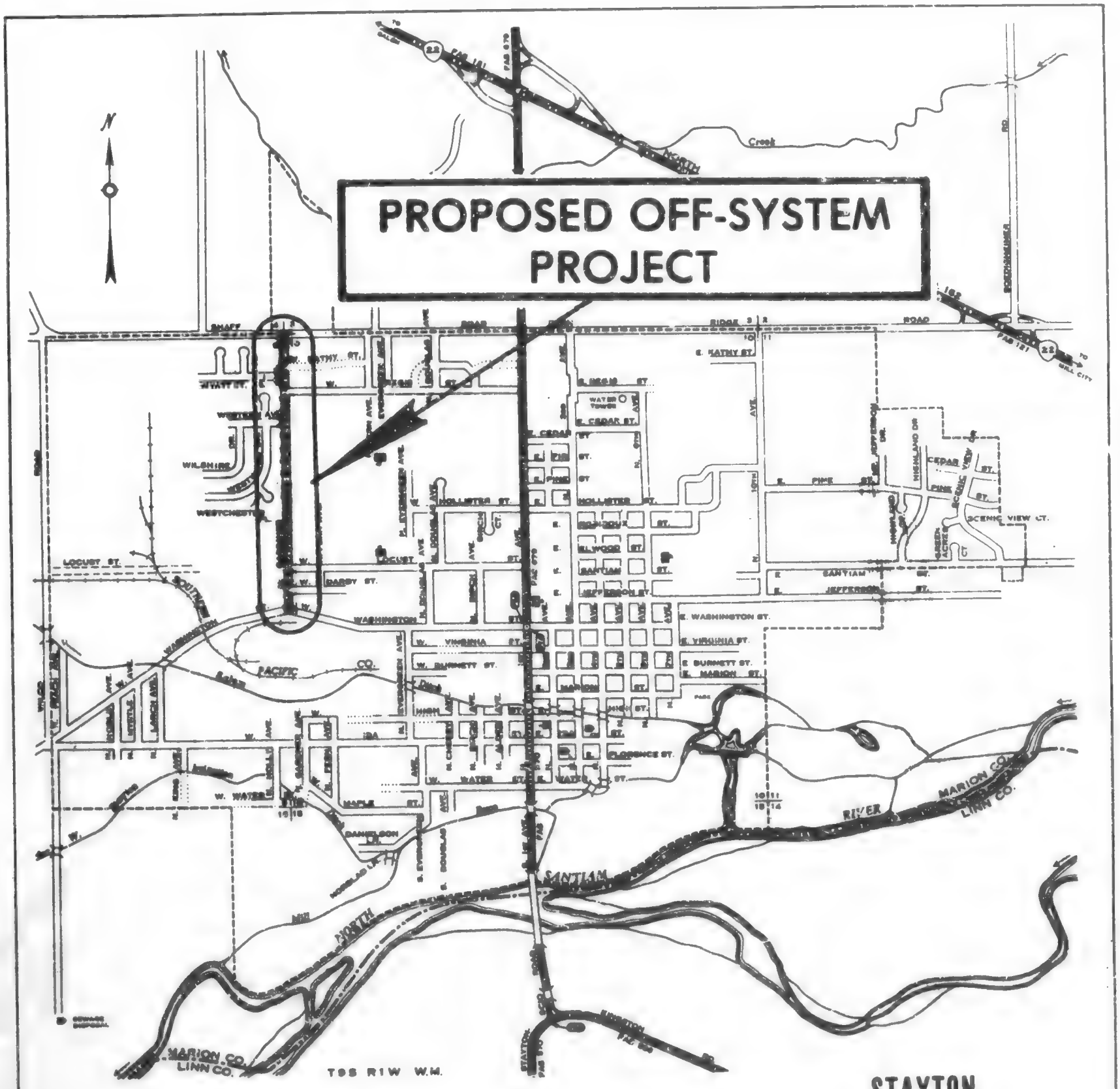
Shaff Road-Washington Street (Stayton) Section
Gardner Road
Grade, Pave, Sign and Stripe
0.59 mile
$100,000

This project consists of widening each side of the existing roadway on Gardner Road to provide a 40-foot curbed section with a sidewalk/bikeway from Shaff Road to Washington Street.

City will engage a consultant to perform preliminary engineering and construction engineering.

77-a
7/5/77

PROPOSED OFF-SYSTEM PROJECT



STAYTON

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

9010

January 17, 1977

City of Stayton
City Hall
Stayton, OR 97383

Attention: Jim Campbell
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5846

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the improvement of Gardner Avenue (Shaff Road to Washington Street).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Head
COMMISSION SERVICE

gr
Att.

bc Don Harwell (agree. att.)

7010

SCA

Form 81-734-2039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Stayton (Shaff Rd. - Washington St.) Date October 25, 1976

Highway Gardner Avenue Authorization No. 1

County Marion Survey Prefix 324 - 1402 L
(Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is Shaff Road (Co.). The southerly terminus is Washington Street. Length 0.59 mile.

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1976
☐ ENGR. ☐ CONST. ☑ OE ☒ AE ☐ RE
☒ SPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimate for grading and surfacing street. SCA project.

Estimate of cost:

Field	901	250	
City	903	250	
Consultant	904	3,250	
Plans	905	750	
Soils	910	1,500	
Specifications	921	250	SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,250

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

E. Clauter
FOR LORIN WEBER Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

E. Pepin
Location Engineer

Approved:

Deputy Assistant State Highway Engineer

SP*19160-734

OFFICE ENGINEERING SECTION
R. E. APPR.
FILED SCA

9010

SCA's-77

October 1, 1976

J. E. Campbell
City Recorder
362 N.E. 3rd Ave.
Stayton, OR 97383

Dear Mr. Campbell:

Enclosed are three copies of an agreement covering the 1977 Special City Allotment project on Gardner Avenue (Shaff Road to Washington Street).

Please have the Council consider the contents of the agreement, and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and yourself to sign the agreement. Return all three copies of the agreement and resolution to this office. After certification by the Administrator and Highway Engineer, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

D. N. Harwell
County-City Engineer
County-City Unit

FFH:dp
Encl.

☑ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

9010

September 30, 1976

J. E. Campbell
City Recorder
362 N.E. 3rd Ave.
Stayton, OR 97383

Dear Mr. Campbell:

Your proposed project on Gardner Avenue (Shaff Road to Washington Street), was submitted and approved by the Transportation Commission for construction in 1977 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $65,078, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:dp

☐ ENGR. ☐ ASST. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Stayton

9010

July 22, 1976

MEMO TO THE FILES

FROM: F. F. Hildebrandt
Engineering Specialist

RE: City of Stayton

In the re-examination of the surfacing of this project, I find it to be checked and broken and beginning to piece out at the edges of the travel lane. It has a generally slick, worn out finish and several cuts across for water lines. It would require manhole adjustment and I noticed that there are some catch inlets. I believe this go round indicates a better job then I thought before.

Still a number 2.

FFH:dp

Fred

ENGR. ASST. DRFTR. UE
UPR.

9010

3-72

July 9, 1976

MEMO TO THE FILES

FROM: F. F. Hildebrandt
Engineering Specialist

RE: City of Stayton

Westech Inc. are the associated engineers for this project and I will contact them later when I return to Salem. The project they are asking for this year is the same as the one as they asked for last year. None of the items have changed any, with the exception of maybe the stretch in the wires on the pole leaning on the south end. This is basically a widening job of which the curbs and sidewalks are already in place, crooked as they are. There would be an overlay and the City would do the project themselves. The school is adjacent to this street; as is the ball field. There are a few empty lots, but mainly homes along this street. It is becoming a major cross street in the Stayton area. This are is a block walled in area of approximately 30 to 50 new homes and the Westown Apartment Manor. The servicing on the existing roadway isn't really all that bad but is showing signs of cracking and so forth, and could be considered this time.

I would therefore class it as a number 2.

FFH:dp

4010

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Date: July 9, 1976
City: Stayton
Reg: 2
Population: 1971: 3170 1976: 3450
Street: Gardner Ave. (Shaff Rd - Washington Street
Project: City / State

No. of Previous Projects 3
Last Project 1972 (Year)
Total SCA Funds $ 35,574
Funds/Capita $ 9.75
Average/Capita $ 17.15

EXISTING
Surface Now in Place: A.C. ✓ Oil ____ Gravel ✓ Concrete ____
Surface Width: ____ Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: 40 Ft. Right-of-Way Width: 60 Ft.
Remarks:

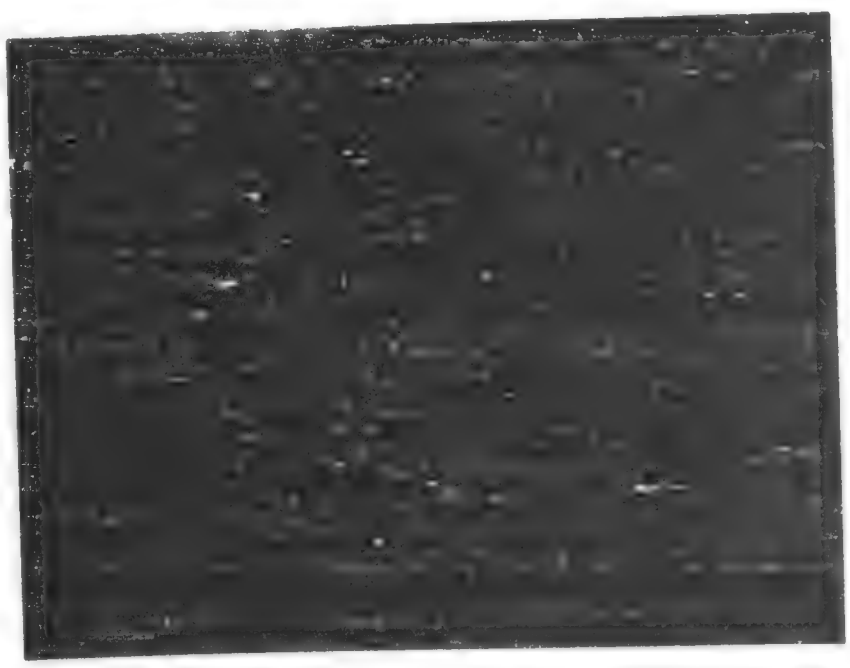
PROPOSED
Surfacing: A.C. ✓ Oil ____ Other Gravel Parking Strips
Pavement Width: 20' Ft. Shoulder Width: ____ Ft. C-C Width: 40 Ft.
BASE DESIGN: A.C: 2½ in. Base: 7½ in. Lime T.S.G.: ____
Length: 0.59 Mile, ____ Ft. Type Curb: ____ Walks ____ Ft.
Remarks:

ESTIMATE

	Unit	Gross	Price	Amount
Temp. Prot. & Direct Traffic	All	100%	$	$
General Excavation	Cu. Yd.			
Aggr. Base	Cu. Yd.			
____ Aggr. Base ____ Deep	Sq. Yd.			
Cement Treated Subgrade	Cu. Yd.			
Cement in Treatment	Ton			
Class "C" in AC ___ Deep	Sq. Yd.			
Concrete Inlets	Each			
Concrete Curbs	Lin. Ft.			
Concrete Walks	Sq. Yd.			
Concrete Driveways	Sq. Yd.			
____Inch Sewer Pipe	Lin. Ft.			
____Inch Culvert Pipe	Lin. Ft.			
Adjust Manholes	Each			
Adjust Inlets	Each	+		
			TOTAL	$
Engineering and Contingencies			(20%)	
			TOTAL	$
City's Estimated Share of Survey				$
			TOTAL ESTIMATED COST	$

City Est. 65,078 -

Hayden



Uniontown East

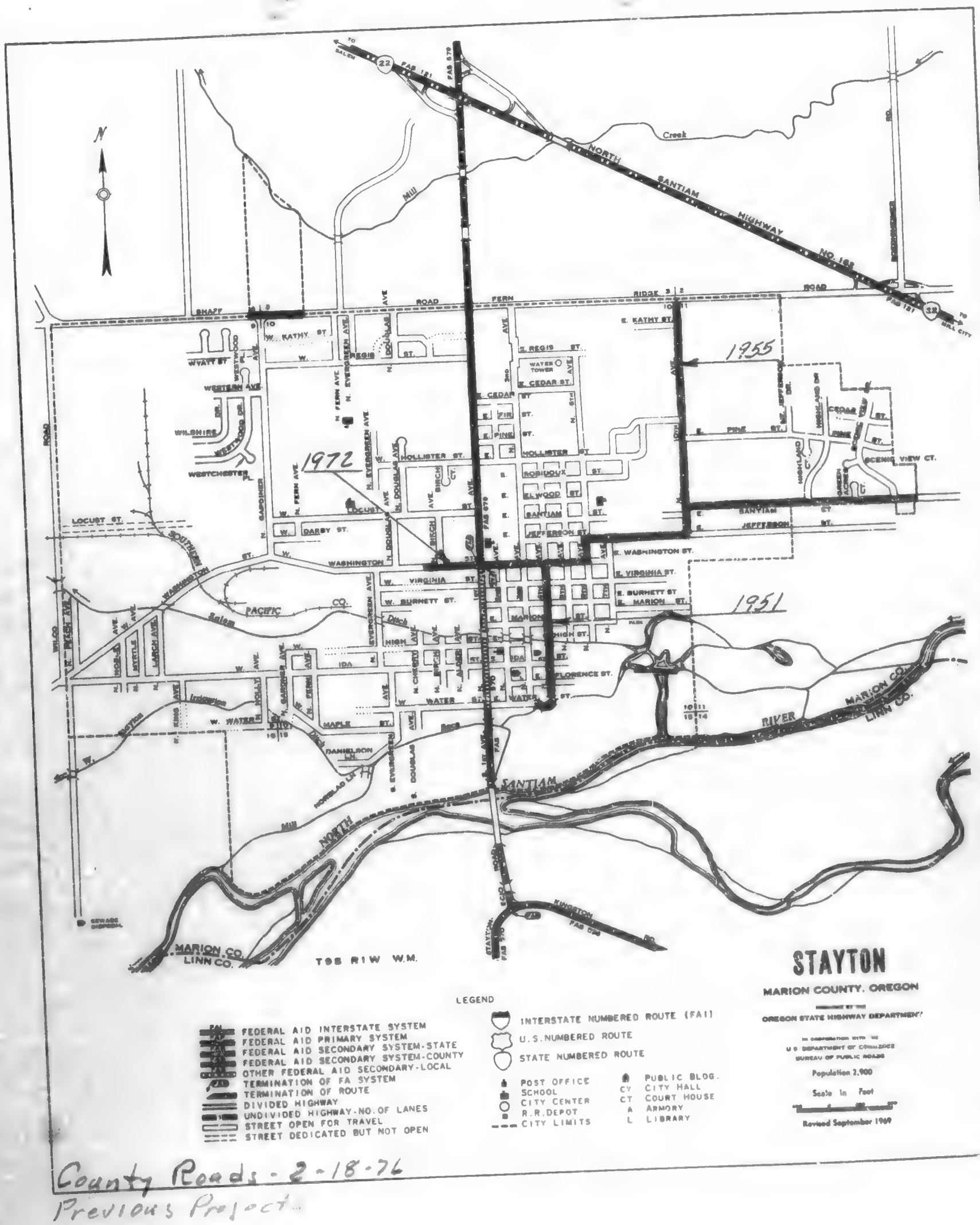
to South

Stayton –

Westhaven East
Looking South

Westhaven East
looking South

Grandview Ave



STAYTON

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

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- UNDIVIDED HIGHWAY-NO. OF LANES
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- STREET DEDICATED BUT NOT OPEN

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- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

County Roads - 2-18-76

Previous Project

1010

SCA

PROJECT DATA. CITY OF Stayton Date March 4, 1976

To be financed by Special City Allotment Fund and necessary city funds.

Street name Gardner Ave. - Shaff Rd. to Washington St
(Locate project on attached map.)

Project length 3100' ±

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 40 feet

Remarks 20' Paved Travel Strip, Gravel Parking Strips, and
Concrete Curbs Typically Exist Along Street

Surface now in place: Oil ____ Paving X Gravel X

Present surface width: 20± feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 60' R.O.W. - 40' Curb to Curb Typical

Are intersecting streets curbed? Yes X No ____

Remarks _____

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CONCRETE CURBS:

Now in place? Yes X No ____

Width between present curbs: 40 feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: 20 feet Exist Radii vary

Does city desire special type of curbs? Yes ____ No X 3000 psi Type C Curb

Explain: City has Standard for Public Works Construction
which cover all work contemplated.

SIDEWALKS (All new sidewalks to be constructed at City's expense.)-----

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 5840 feet; Width: 4 feet

Distance between present sidewalks: 52 feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes X No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes X No___; Width: 5.5 feet

Remarks Curbs, Walks, Utility Strips Exist:

Bike Path Proposed Along East Utility Strip

STORM SEWERS -

Now in place? Yes X No___

If yes, are they adequate for increased flow? Yes X Some No X Some
1.0 to 2.5

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

/Show location of outfall on city map./ Note: Overall Drainage Plan For City in Progress; Drainage Improvements Comtemplated For Gardner Area.

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 6 feet Min. Cover on Mainline Sewer; Less on Services

Remarks No interference with sewer lines anticipated providing subgrade is not excavated abnormally deep; Rim adjustments will be necessary.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 2 5 feet

Remarks ~~Some Water Mains and Services are known to be shallow;~~ ~~Accordingly, General Conformance to existing grades is~~ recommended.

DRIVEWAYS:

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? _____

Must driveways be Portland cement to comply with city code? Yes X No ____ New

Is there a city ordinance specifying width and number of driveways permitted? Yes ____ No X (If yes, please include copy of ordinance.)

Remarks Driveways Exist and Vary in Type

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ____

Electric poles? Yes ____ No X

Which company? P.P. & L. (Underground)
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No X

Which company? Stayton Telephone Co. (Underground)

Railroad tracks? Yes ____ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks Franchise Agreements Require Utilities to Relocate Their Facilities if Necessary to Accommodate Street Improvements

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks City will undertake or pay for costs of adjustments to public utilities. City normally pays a portion of street improvement costs to keep assessments against abutting properties within reasonable limits.

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date Proposed City's Share Currently Available.

Has city established grade on street? Yes ___ No X (If yes, please include copy of data.) Preliminary design only needs to be verified in general conformance to existing grades.

Please indicate site for disposal of excess excavated material: Waste disposal site at City water treatment plant near 1st Ave. and Santiam River.

General remarks: Grant funds will be necessary to undertake this project due to unique proplems with assessing cost of improvements. Cost estimates and aerial maps are enclosed.

By X Wayne L. Freeman
Mayor

By J. Campbell
City Recorder or City Manager

By Ike Davis
City Engineer

ESTIMATED IMPROVEMENT COSTS

GARDNER AVE. - SHAFF RD. TO WASHINGTON ST.

Unit Prices Based on April, 1974 Estimate

A.	**Streetwork**				
	1. Excavation	2311 C.Y.	@ $ 2.75	=	$ 6,355
	2. Base Rock (6"lift of 1½" minus)	2022 T.	@ $ 3.40	=	6,875
	3. Level Rock (1½"lift of 3/4"minus)	506 T.	@ $ 3.65	=	1,847
	4. New Pavement (2½"lift-Class C)	975 T.	@ $13.25	=	12,919
	5. Pavement Overlays (Class C)	390 T.	@ $13.50	=	5,265
	6. Soil Sterilant	6240 L.F.	@ $ 0.10	=	624
	* 7. Structure/Rim Adjustments	L.S.			1,200
	Subtotal				$35,085
B.	**Drainage**				
	1. Storm Sewer Pipe				
	a. 8" C14x Installed	340 L.F.	@ $ 7.50	=	2,550
	b. 10" C14x Installed	60 L.F.	@ $ 8.00	=	480
	c. 12" C14x Installed	150 L.F.	@ $ 9.00	=	1,350
	2. Cat Basins				
	a. New	5 Ea.	@ $175	=	875
	* b. Adjust Existing	4 Ea.	@ $ 50	=	200
	3. Manholes - new	1 Ea.	@ $525	=	525
	Subtotal				$ 5,980
* C.	**Bike Path**				
	1. Excavation	160 C.Y.	@ $ 3.50	=	$ 560
	2. Class C A.C.Pavement ½" lift	215 T.	@ $ 14.00	=	3,010
	3. Soil Sterilant	3120 L.F.	@ $ 0.20	=	624
	4. Adjust Structure/Rims	L.S.			700
	Subtotal				$ 4,894

* Denotes items not eligible for OSHC Grant Funds

	1974 Basis	1976 Basis (+18%)	1977 Basis (9.5%)
1. Total Estimated Construction Costs =	$45,959	$54,232	$59,384
2. Total Estimated Construction Costs Eligible for OSHC Grant Funds =	39,665	$46,805	$51,251
3. Project Contingency, Engineering, Surveying Allowance 20% of Total Estimated Construction Costs =	$ 9,192	$10,846	$11,876
4. Estimated Total Project Cost (OSHC Eligible + Ineligible) =	$55,151	$65,078	$71,260
5. Proposed Cost Distribution			
a. OSHC Grant Funds (38.4%) =		$25,000	$27,375
b. City's Share from Street Fund (30.8%) =		$20,039	$21,942 23,130
c. Assess Against Benefitted Properties (30.8%) =		$20,039	$21,942 23,130

WESTECH ENGINEERING, INC.

2-2-76

Westech Engineering, Inc.
CONSULTING ENGINEERS AND PLANNERS
200 Lancaster Drive S.E.
SALEM, OREGON 97301

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of Stayton is an incorporated city of the State of Oregon and has a population of 3650 as given by the latest official census; and

WHEREAS, the following streets of said city,

Gardner Ave. - Shaff Road to Washington Street

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OPE OE RE
SUPE

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Stayton does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Westech Engineering, Inc. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of February, 1976.

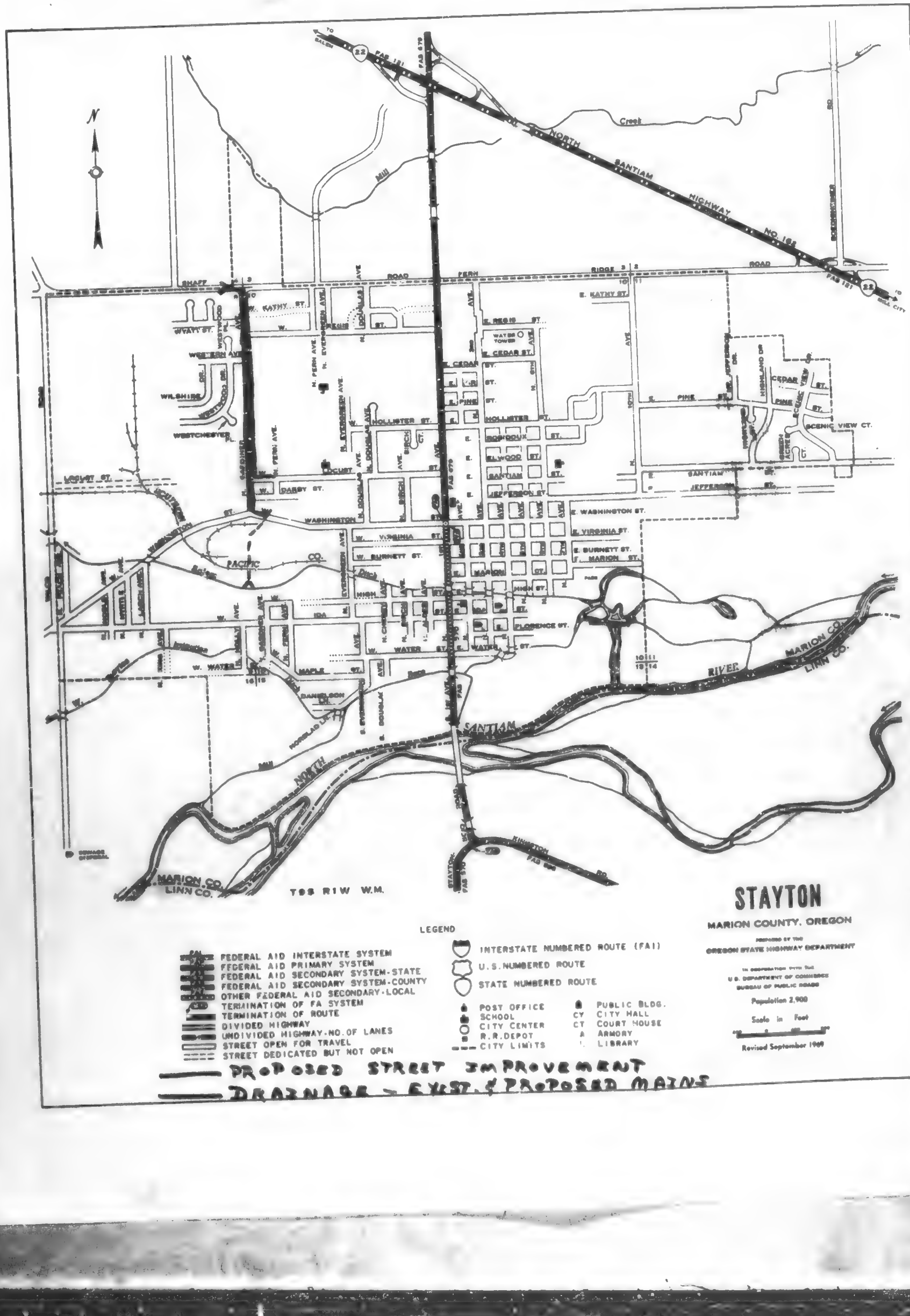
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stayton at a regular or special meeting of said Council, held on the 2nd day of February, 1976, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2nd day of February, 1976.

City Recorder



STAYTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PROPOSED STREET IMPROVEMENT

DRAINAGE - EXIST. & PROPOSED MAINS

Stayton
SCA-77

sca-77

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 16, 1976

Mr. Jim Campbell
City Recorder
City of Stayton
362 N. Third Avenue
Stayton, Oregon 97383

Dear Mr. Campbell:

In answer to your request you will find enclosed two copies each of a resolution form and project data form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment fund.

Please complete the enclosed resolution and project data form, and after adoption by the City, return one signed copy of each to George N. Hopkins, Project Development Engineer, Room 203 State Highway Building, Salem, Oregon 97310. The application will be investigated and presented to the Oregon Transportation Commission for consideration in programing the allocation of the 1977 fund; however, the application must be received in this office on or before July 1, 1976, in order to be eligible for consideration in the 1977 program.

Very truly yours,

D. N. Harwell

D. N. Harwell
County-City Engineer

DNH:dp

Encl: Res. Form cc-50
&
SCA Project Data Form (If a bridge project is being requested, please only return the resolution, and a Bridge Project Data Form will be sent to you to complete.)

Forms sent 1/16 sh

1010

OSR
Stayton

FORM 31-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1975

FILE: LEG 7-4-7
(Marion Co)

SOS-2402( )

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Off-System Project Request
City of Stayton

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached are the Project Request and Project Environmental Assessment for improving Gardner Avenue in Stayton, to be funded under the off-system program.

This is a follow-up to a letter submitted by Mr. Carl Ferris August 26, 1975, in which he stated the intention of the City to request the project. Your answer, indicating the request was placed on the waiting list, is dated September 5, 1975.

The only action required, is to place these forms on file with the original request.

POS/elk

Attach.

Hal
File Pe.
H

7-20-77
ASSESSMENT
TO POTTER
H

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☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY ROAD PROJECT REQUEST
OFF-SYSTEMS ROADS PROGRAM

~~COUNTY ROAD PROJECT REQUEST~~ SOS-2402( )

Name ~~of County~~ City of Stayton FAS No. _____ Date Sept. 9, 1975
~~County~~ Road Name Gardner Avenue
Section Name _____
Type of Project Improvement of Existing Roadway
Location of Project (Attach sketch map) Shaff Rd. to Washington St.
ADT 2140 Estimated (Trucks 5.5%) Design Speed Posted & Statutory 25MPH
PHV. 246 Counted
Is this request for ~~County~~ bridge design only? Yes _____ No X
~~County~~ FAS Bridge design? Yes _____ No X
* Will ~~County~~ hire consultant for this project? Yes _____ No _____
* (If answer is Yes, then all aspects of PPM 40-6 must be observed.)
Project to be designed/inspected by retained Acting City Engineer

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Total Travel Width 40'
(AC, Pug Cold Mix, Penetration Mat)

N/A 2. Shoulders: Type Existing curbs & 10' Planting Strips Width Each Side _____
(AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
By ~~County~~ _____ ~~County~~ Date of Completion _____ By Contract X

4. Bottom Base Course:
By ~~County~~ _____ ~~County~~ Date of Completion _____ By Contract X
Has base design been given to ~~County~~? Yes _____ No X
Will it be furnished? Yes _____ No X
Construction to comply with City's Public Works Standards

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing: (Work within existing street area)
By County _____ County Date of Completion _____ By Contract X

9. Curbs:
Curbs Required? Yes _____ No X Curbs Exist; Minor Rework Expected
Type Desired (rolled, extrusion, monolithic, special county standard, etc.)
(Type "C" - P.C.C. Curbs)
Width between curbs 40'

(Substitute "City of Stayton" for County in each Case)

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__X__ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway 5 ft. bikepath
What type of surface treatment is desired AC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes X No_____
What type of separation from roadway will be used? Curb (existing)
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No X
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by. County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No X Contract

14. Will County adjust structure to additional width? Yes____ No_____ N/A

15. Will adjusted width be standard? Yes_____ No_____ N/A
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____ N/A

17. Does County wish sight posts installed? Yes_____ No X

18. Does County wish State to permanently stripe project? Yes X No_____

19. Will County do striping? Yes_____ No X Contract

20. Does County wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No X N/A
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No X
Work 1/2 Roadway at a time

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by County? Yes ____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No ____
Provide for local traffic during construction

27. Will County sign project outside work area during construction?
Yes ____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ____

29. Should contract provide for permanent signing? Yes X No ____
Only where signs do not already exist

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired _____

32. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Contingent upon approval of fronting property owners re assessments for local share of funds.

Remarks re Section I: It is intended to improve an existing street within existing right-of-ways under category 3, Non-Major Action Project regulations. A 20'-paved roadway and two 10' gravel parking strips exist between curbs. Curbs and sidewalks exist on both sides, and only minor rework is expected to be necessary. City desires to fully pave the 40' roadway between curbs, install necessary drainage facilities, provide a bike path, and do whatever appurtenant work that is necessary to complete the project.

N/A II. BRIDGE PROJECT DATA

1. Name of river or stream _____

2. Name of bridge _____

3. Dimensions of existing bridge. Length _____ Roadway Width _____

4. Type of design and material used in existing bridge. _____

5. Location (please attach map with location marked): _____
Section _____ Township _____ Range _____ W.M.

6. Desired width of proposed bridge _____ Approx. length _____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____No_____
By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, ~~to~~ be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes__X__ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   * By County? Yes__X__ No_____
   *Acting City Engineer for Stayton is the Firm of Westech Engineering, Inc.

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__ Many monuments exist
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

1) Request full 78% Federal participation on total Project.
2) Have preliminary design by R.P.Gorman,PE, Dated 1957 & considered obsolete.
3) Have field cross section notes dated Sept.1973 by Solberg & Kirscher, P.L.S.O.
4) Have 1"=50' scale aerial photographic maps on mylar intended to be used for design.
5) Design & construction to be in accordance with "Section II-Streetwork & Drainage Facilities" of the Public Works Standards adopted by the City of Stayton.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No N/A

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No____ N/A

5. Should State prepare options? Yes____ No____ N/A

6. Should material source site be included in right-of-way descriptions?
Yes____ No____ N/A - Commercial Sources

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No____ N/A
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____ N/A

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No____ ?
If yes, give type and name of utility company:_____

12. All work expected to be within public R.O.W. Possibility of easement required for storm drain outfall.
Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Gas-N.N.G; Power-P.P.& L; Telephone-P.N.B.& Stayton Coop; Water-Cities of Salem & Stayton; Sanitary & Storm sewers-City of Stayton

13. Are utilities on existing right-of-way by permit ____ or private utilities by franchise X
(Also, County must be notified of utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline_____ Siding_____ Total N/A

18. Sight Distance: N/A (Left) _____(Right)

19. Number of Trains: Passenger N/A Speed_____
Freight_____ Speed_____

20. Angle of Intersection: N/A

21. Type of Existing Crossing: Grade N/A
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs N/A Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No N/A

25. Will railroad crossing be altered: Yes_____ No N/A
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes X No_____ Where not now existing
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes X No_____ & stripe & Intersection control
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV Minor relocations/adjustments to existing utilities expected; extent not yet determined.

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____ Commercial

3. Location: N/A Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? N/A

5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location N/A
Miscellaneous Items _____

Remarks re Section V Materials to be obtained from approved commercial sources by the contractor awarded the work.

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000

2. Available ~~FAS~~ Funds $ 78,000 FA-Off Systems Roads

3. Does County wish advancement of future Federal funds? Yes X No _____
Amount $15,000

4. Date match money is available *

5. Will there be any 100% County money? Yes X No _____

6. Maximum amount of 100% County money available: $ 10,000 City.
Balance from property assessments

7. Date County requests letting: June 1976 if Fed. Funds available; otherwise Spring of 1977

Remarks re Section VI *Availability of major portion of local funds subject to public hearings and approvals on assessments.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: Expect existence of some shallow utilities & recommend against deep subgrade cuts. Existing curbs basically control grades and should be preserved wherever feasible for economy & minimal disturbance of existing facilities.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Wayne L. Evans
~~County Judge or Comm. Chairman~~ Mayor

By _____
~~County Commissioner~~ Councilman

By _____
~~County Commissioner~~ Councilman

By _____
~~County Commissioner~~ Recorder

By _____
~~County~~ City Engineer or ~~Roadmaster~~

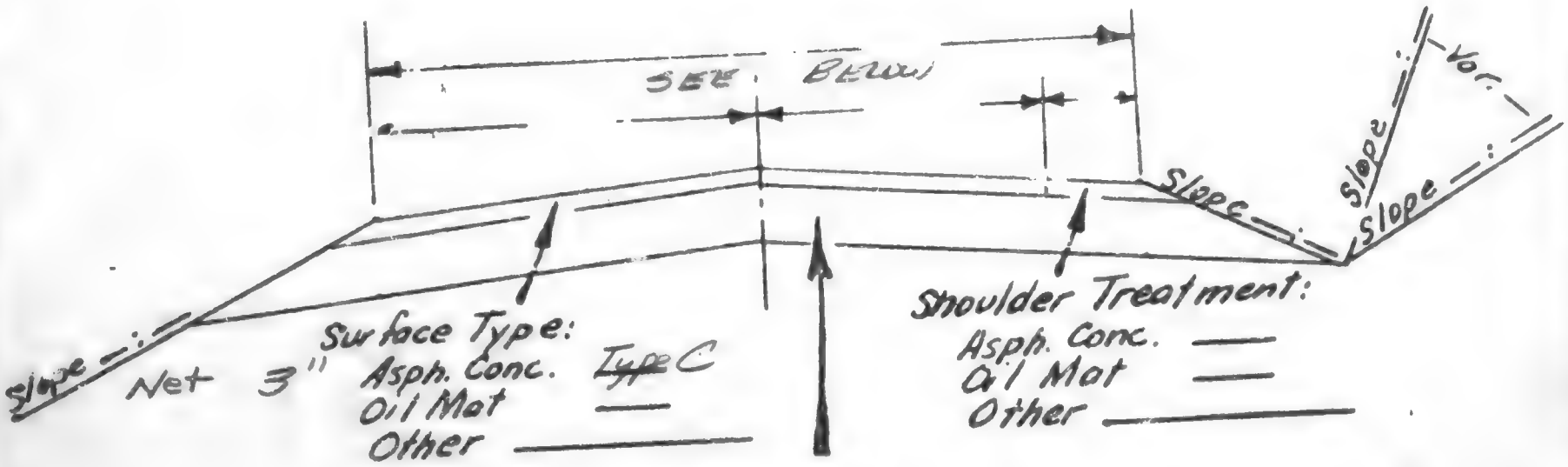
~~County~~ City of Stayton, Oregon

Date 9-10-75

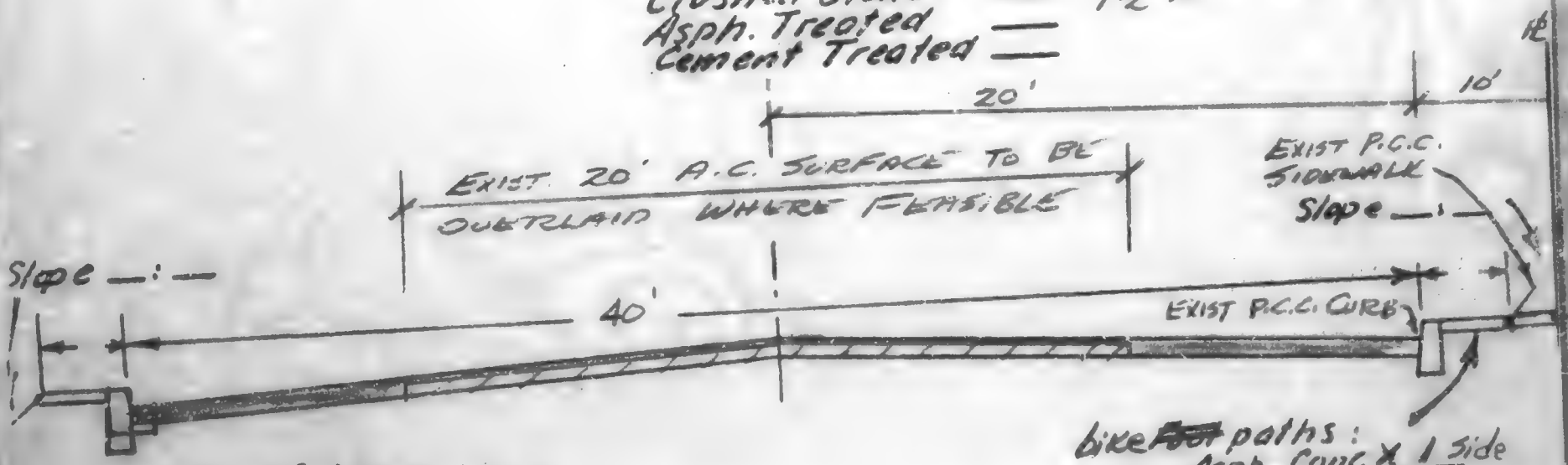
_____
O.S.H.D. Field Engineer

Date _____

TYPICAL SECTION



Type of Base:
Pit or Quarry Run —
Crushed Stone X < 8" Lift of 2" minus / 1½" Lift of ¾" minus
Asph. Treated —
Cement Treated —



bike ~~foot~~ paths:
Asph. Conc X 1 Side
Gravel —

No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Curbs:
Type "C" X Existing
Curb & Gutter —
Other —

7010

OSR
Stayton

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 29, 1975

FILE: LEG 7-4-7

OS-2402(-)

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Off-System Project Request
City of Stayton

TO: D. N. Harwell
COUNTY - CITY ENGINEER

Attached is a letter from Carl Ferris of Westech Engineering, Inc., on behalf of the City of Stayton.

The City intends to submit a project request for funding under the Off-System Program. The letter is to establish a position on the list for future funding.

Hal
acknowledge & forward to Joseph Region #

POS/lea
attach.

RECEIVED
COUNTY & CITY SECTION
SEP 2 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

WE **Westech Engineering, Inc.**
CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

200 Lancaster Drive S.E.
SALEM, OREGON 97301

Telephone 585-2474

August 26, 1975

Mr. Phillip O. Stearns
Federal Aid Engineer, Region 2
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

Re: City of Stayton Project under Off-Systems Road Program

Dear Mr. Stearns:

You are aware that our firm is acting City Engineer for the City of Stayton.

Last evening, we discussed the new Federal Aid Program for Off-System Roads with the City Council, Planning Commission, and others at Stayton City Hall. As a result of those discussions, the City Council directed that we send you this letter of intent. The City of Stayton desires to construct a street improvement project under subject Federal Aid program. Accordingly, we are commencing work on the project application, environmental assessment, cost estimates, and other supporting data. We expect to have this data in your hands within a short period of time.

The Gardner Avenue project, lying between Shaff Road and Washington= Street, is considered to have top priority. This proposed project has been particularly troublesome, suffering several unsuccessful attempts at development since prior to 1967. In our opinion, this project will not be developed uniess outside funding assistance is provided from some source.

It is our belief and hope that this project will qualify under Category #3, non-major action, of the Off-Systems Road Program. We have requested FHWA clarification of several design considerations under the AASHO 1970 Part I--Rural Design Guidelines. Onee received, we can complete the supporting data and application. We have also requested FHWA review of Stayton's recently adopted standards for streetwork and drainage facilities. Should these standards prove acceptable to FHWA and OSHD, the time and costs for project development will be substantially reduced.

Thank you for your consideration and action on this letter of intent. Please call me should you have any questions.

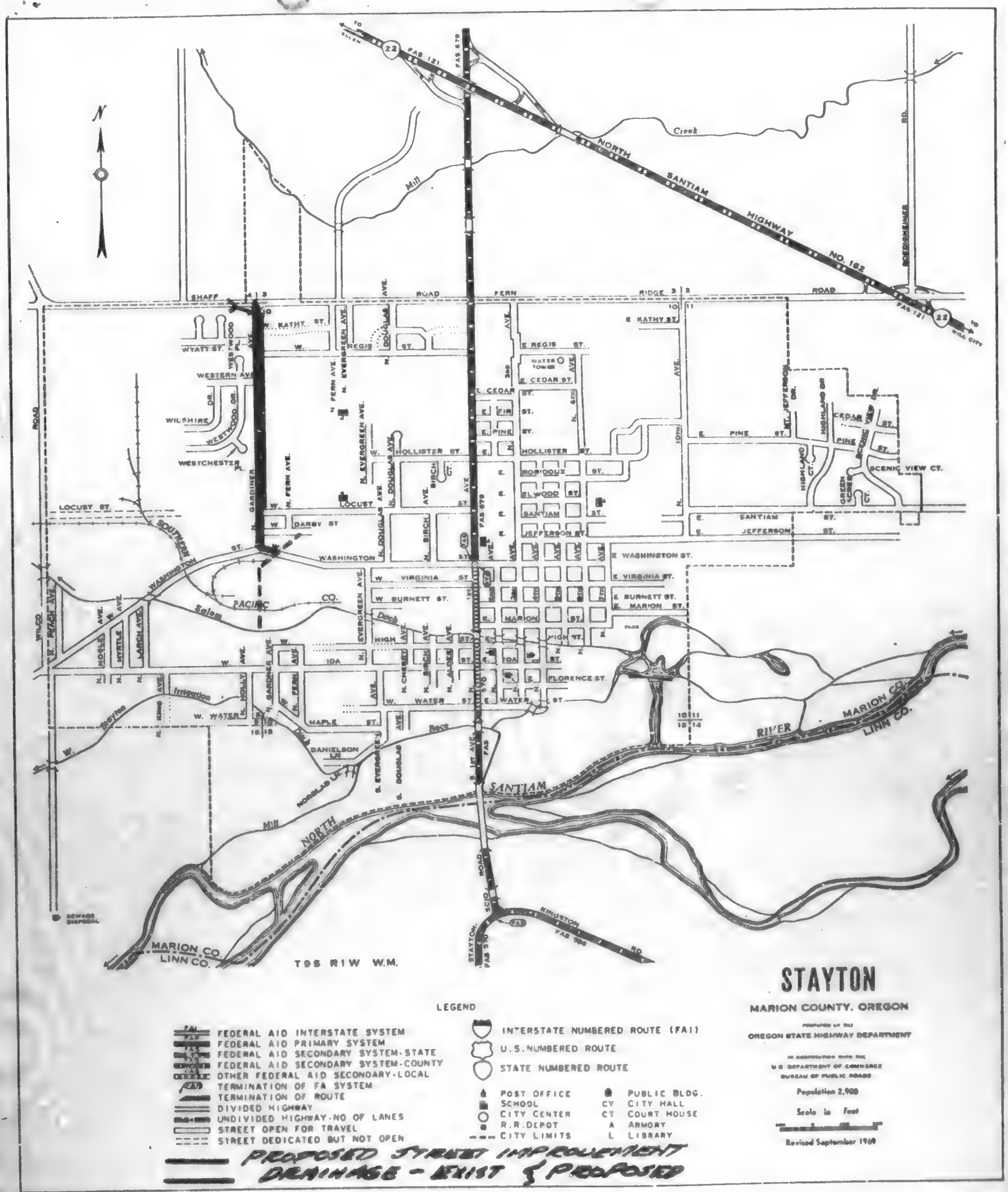
Yours very truly,

WESTECH ENGINEERING, INC.

H. C. Ferris, P.E.

HCF/kr

CC: City of Stayton



STAYTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

Revised September 1960

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PROPOSED STREET IMPROVEMENT
DRAINAGE - EXIST & PROPOSED

.9010

OSR - Stayton

September 5, 1975

Wayne Lierman, Mayor
City of Stayton
City Hall
Stayton, OR 97383

Dear Mayor Lierman:

We wish to acknowledge receipt of your Off-System Roads project application which we received September 2, 1975.

As stipulated in the interim guidelines for the Off-System Roads program, funds for city and road district projects shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Marion County has been reserved for use by the City of Mt. Angel.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours

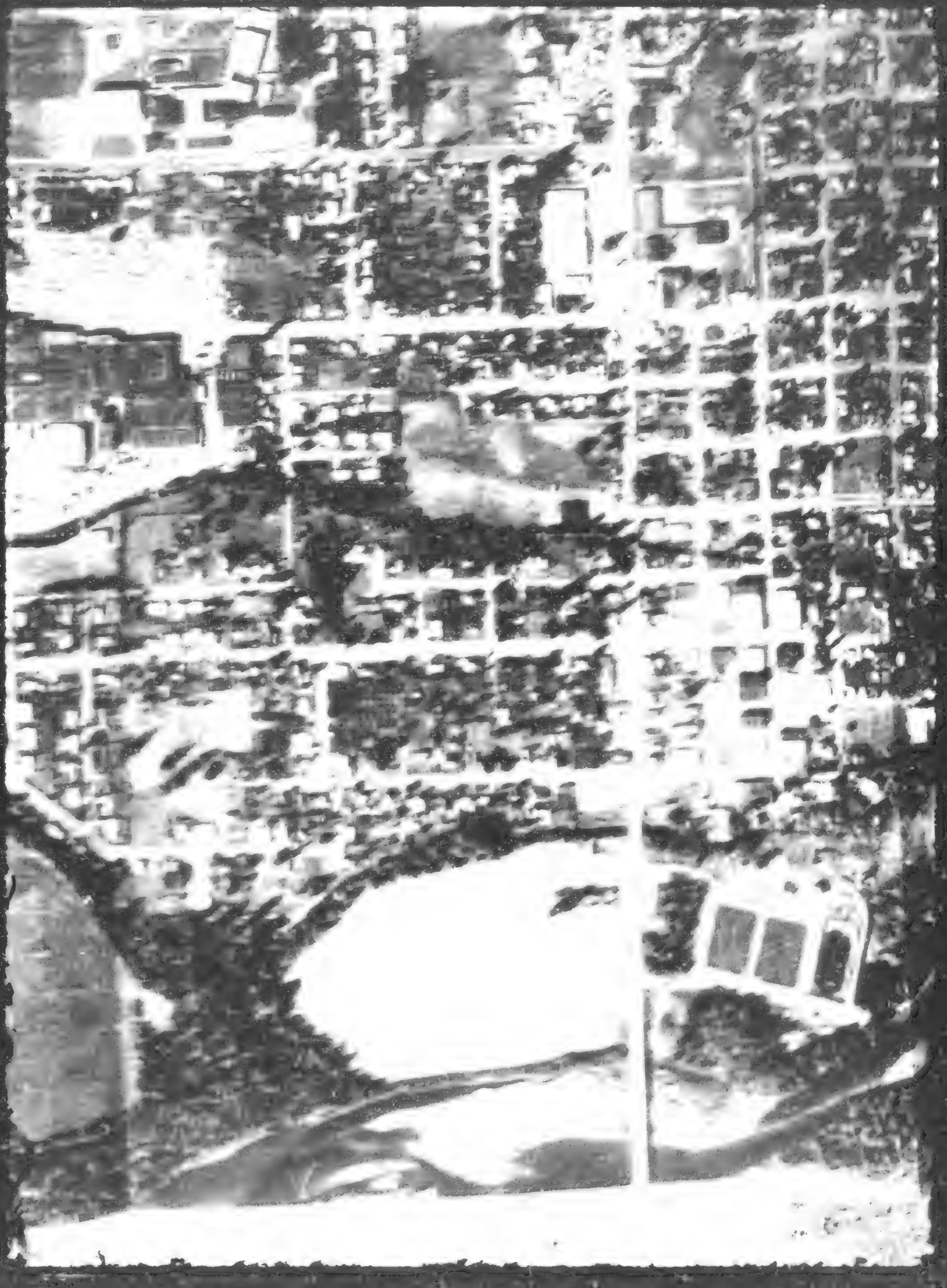
D. N. Harwell

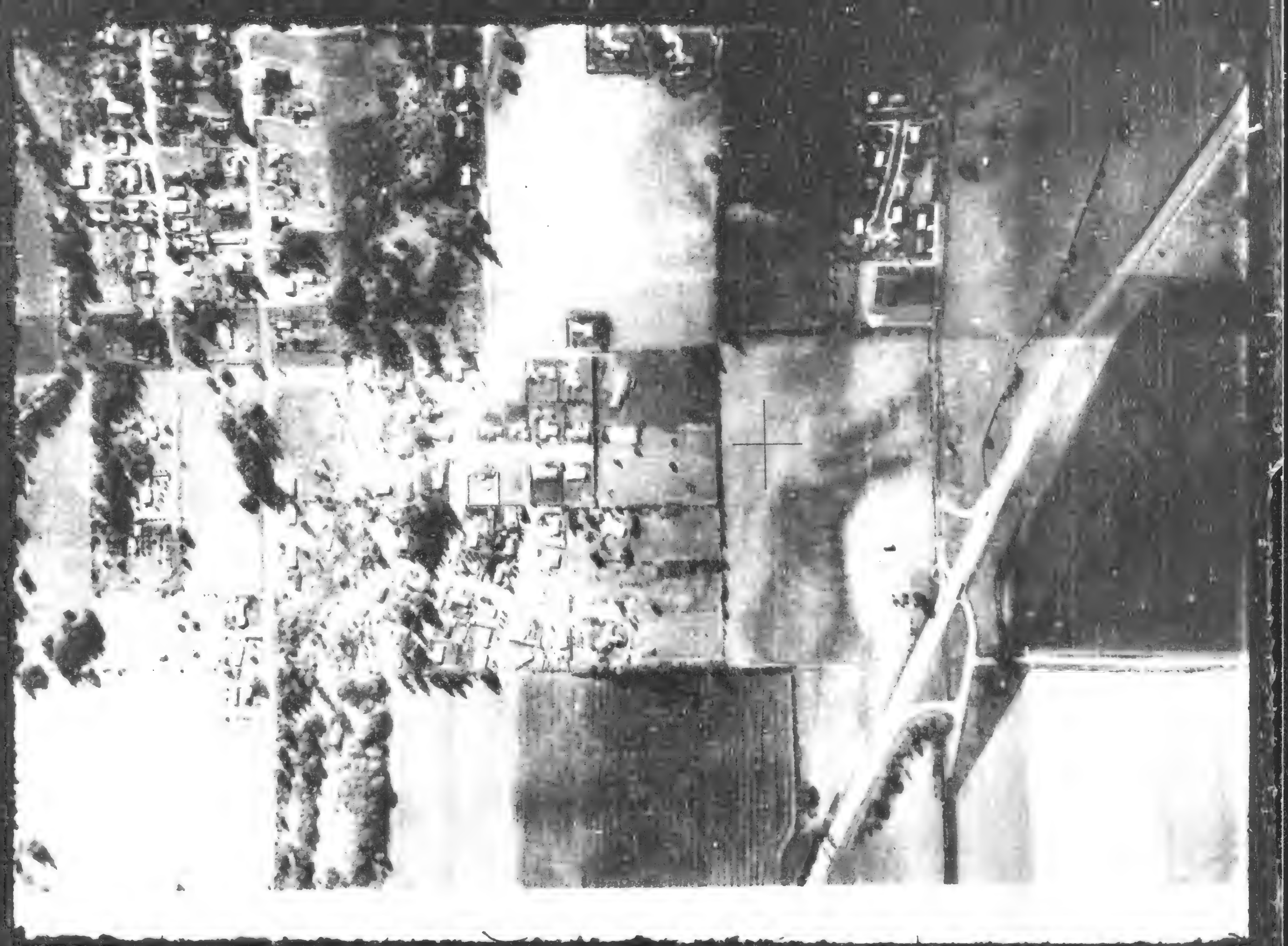
Don H. Harwell
County-City Engineer

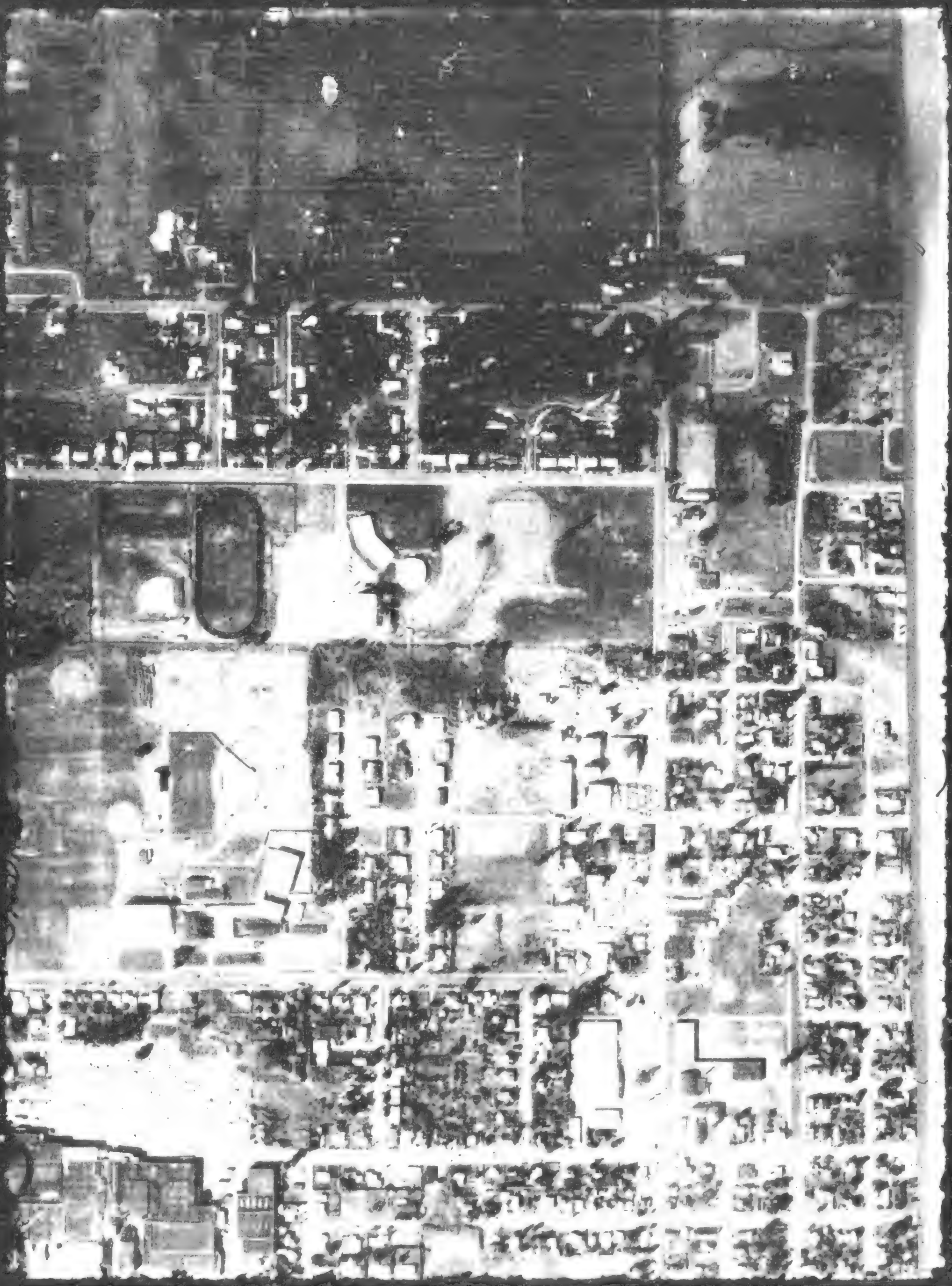
HR:dp

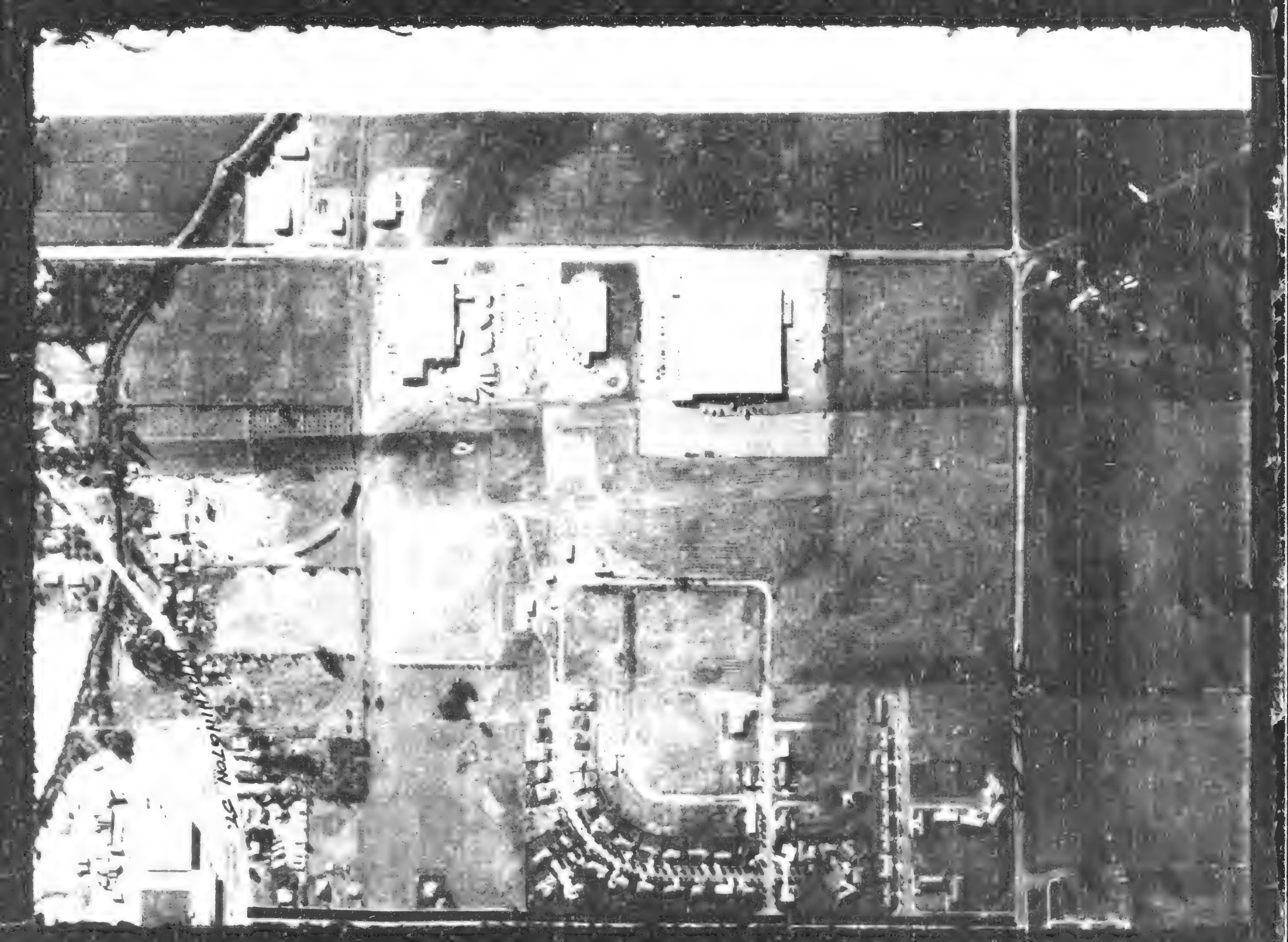
cc: Phillip O. Stearns
Westech Engineering Inc.

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ OE
☐ UPE ☐ OE ☐ RE ☑ RPE ☐








WASHINGTON ST.

AVE. PHOTO

SHAFF RD.

1979 Talbot Rd.-Santiam R. 9011
(Jefferson) Sec. , Jefferson
Hwy. (Pavin_/

#9011

December 5, 1980

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

COM 5
#9011

Gentlemen:

A post-final payment for $1,973.46 will be made to Wildish Corvallis Construction Co., for paving on the Talbot Road-Santiam River (Jefferson) Section of the Jefferson Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $272,360.59 including the post-final payment. Of the total, $4,340.56 is for force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dms

cc: Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Garvais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

9011

October 15, 1980

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9011

Gentlemen:

Contract No. 9011 awarded to Wildish Corvallis Construction Co. for paving the Talbot Road-Santiam River (Jefferson) Section of the Jefferson Highway in Marion County was completed on July 14, 1980, and accepted by the State Highway Division on October 8, 1980.

Final payment in the amount of $9,004.24 will be released to the contractor after October 20, 1980. The total contract amount is $270,383.13 including $4,340.26 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
CONSTRUCTION SERVICES

kkr

cc: Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc: C. T. Kenney
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

9011

164

ROAD DESIGN SECTION

DES 16-1

May 30, 1980

Keats Oliver
Resident Engineer

Don Stoudenmeyer
Design Engineer Supervisor

Narrative Report
[redacted]
(Jefferson)
Contract 9011

Your report is appreciated for the help it will be in future design work.

Your comment on guardrail concrete end pieces at bridge ends reducing the roadway width will be considered on future projects.

DNS:ja

bc Don Stoudenmeyer

124-1138

164

Narrative Report

Talbot Road-Santiam R.(Jefferson)
Jefferson Highway Contract 9011

This was a State funded widening and overlay project. The widening was accomplished by cement treating the existing materials outside of the old narrow P.C.C. slabs. No major deficiencies were noted in the project design. The problems incountered were associated with a late in the summer letting. Work started in late September and considerable mechanical troubles with the tiller being used to break up the existing materials for cement treatment pushed the work into the rainy season.

One comment on design of the concrete end pieces for the guard rail bridge connections. They were constructed as shown on sheet 3 of the plans with an end shoe bolted to the face of the concrete. This effectively reduces the width of the already narrow bridge. It would have been better to inset the end of the rail into the concrete.

Keats Oliver
Resident Engineer
May 16, 1980

REFERRED TO
Board, Boudemmeyer, Cole, Hann, Erikson, Watson, Hagey, Dorn, Lau, Beam, Dirous, (DS) File Copy, Dve
BY FINAL DESIGN ENGINEER
Prepare ltr & acknowledge
Done

1 Verstieg 1
Anderson
2 Christensen
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RECEIVED
MAY 28 1980
ROAD DESIGN SECTION

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Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Talbot Road-Santiam R(Jefferson)
Highway: Jefferson
County: Marion

Contract: 9011
prefix: 124-1138
F A No.: state

Item #	Item	unit	Original	semi-final	%(+ or -)
	SUMMARY				
	Bid items	$	269,608.50	269,439.61	-
	Anticipated items		4,450.00	3,820.25	- 14
	Contingencies		12,332.63	1,901.00	- 85
	Engineering		24,665.27	18,000	- 27
	Total	$	311,056.40	293,160.86	- 6

All substantial charges were evaluated and only those listed below meaningfully affect the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

7	embankment in place	cu yd	80	34.2	- 57
	Small quantities; difficult to estimate.				
8	aggregate shoulders	ton	400	1412.32	+ 253
	Additional shculder rock needed to bring shoulders up to grade before cement treating.				
11	class "B" A C Mix	ton	5650	6733.08	+ 19
	Only 2 truck loads of B mix in leveling (item 12) were used. The rest of the material set up for leveling was paid as B mix (item 11). If items 11 & 12 were combined, we used 6,770 tons out of 6.650 original amount or 2% overrun.				
12	class "B" A C in leveling	ton	1000	36.75	- 96
	See explanation for item 11				
25	adjust manholes	each	3	5	+ 67
	Some of the manholes were covered up.				

4011

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Talbot Road-Santiam River(Jefferson)	WEEK ENDING: May 17, 1980
		SECTION PREFIX: 124-1138
	HIGHWAY: Jefferson	COUNTY: Marion
NAME OF JOB	KIND OF WORK: paving	
CONTRACTOR: Wildish Corvallis	CONTRACT NUMBER: 9011	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 8/6/79	DATE WORK STARTED: 9/21/79	ESTIMATED COMPLETION DATE: 4/21/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS, ~~Work~~ 160 SPECIFIED CALENDAR DAYS	WORK DAYS USED / CALENDAR DAYS USED: 156
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $311,056.40	ENGINEERING AUTHORIZATION: $24,665.27	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $286,391.13	ENGINEERING COST TO DATE: $16,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $278,000	PERCENT OF AUTHORIZATION: 65 %	DATE PROJECT WAS COMPLETED: April 21, 1980
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 2.9 %		

semi final estimate sent to Region Office on Fri

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE: 100	OIL AND/OR PAVE.: 100	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				1.28			1.28
MILES PARTIALLY COMPLETED							
MILES COMPLETED				1.28			1.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)				400			6,650
TOTAL QUANTITIES CORRECTED TO DATE				1,412			6,770
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				same			same
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0			0
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kraxberger Richards
Jackmond Berg
Hopkins Inloes
Williams Widmer
Johnsen Gebauer
Glenn Church

RECEIVED
MAY 19 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY May 12, 1980	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Send final estimate sent to Region Office on Friday AM shuttle bus

Project completed

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1011

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F I L E

DATE: July 31, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
August 2, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 2 on the following projects:

1. Big Creek, Rock Creek, Gnat Creek and Westport-Clatskanie
   Columbia River Highway, Clatsop and Columbia Counties
   Grading and Paving
   Intermittent overlay, widening and left-turn refuges.
   Two-to-four 12-foot lanes with 4-to-8-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. N.E. 8th Street-S.W. Naterlin Drive (Newport)
   Oregon Coast Highway, Lincoln County
   Paving (Overlay)

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Schaff Road-W. Washington Street (Stayton)
   N. Gardiner Avenue, Marion County
   Grading and Paving
   An 8-foot, two-way bikepath will be constructed under this contract.

4. Talbot Road-Santiam River (Jefferson)
   Jefferson Highway, Marion County
   Paving
   A 5-foot walkway will be constructed in the area of the schools.
   Four-foot shoulders for the remaining length of the project.

5. Pendleton-Adams
   Oregon-Washington Highway, Umatilla County
   Paving
   Four-foot shoulders with a 12-foot and two 11-foot lanes narrowing to two 12-foot lanes.

   Same as No. 1.

1-123-1387

6. Pacific Highway W. Interchange-Dayton Junction
   Dayton Junction-Lafayette
   Salmon River and Pacific West Highways, Yamhill County
   Grading and Paving
   Variable roadway sections with 6-10-foot shoulders.

   Same as No. 2.

7. Squaw Creek-Junction Pacific Highway West
   Corvallis-Newport Highway, Benton County
   Paving
   Existing bicycle path generally parallels the highway.

   Same as No. 1.

RPS:ge

cc F. B. Klaboe
   E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

9011

STATE OF OREGON

INTEROFFICE MEMO

164

TO: D. O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: July 3, 1979

SUBJECT: Santiam River Bridge 1582
Talbot Road-Santiam R. Bridge
Section
Jefferson Hwy.
Marion County

The Santiam River Bridge at Jefferson is in need of a complete deck surface restoration, probably a structural concrete overlay, within the next few years. It is not recommended that this deck be covered with asphalt membrane and/or A.C. wearing surface that would prevent further observation, and would be difficult to remove prior to deck work.

JEB:df

cc: C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO
Beard ✓ Stoudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

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ROAD DESIGN SECTION

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01-125-1267

9011

164

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: D. H. Stoudenmeyer
Design Engineer Supervisor

DATE: June 13, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History
Talbot Road-Santiam River Br.
~~Jefferson Hwy. #164~~
Marion County
M.P. 4.90 to M.P. 6.20

This acknowledges your correspondence dated June 7, 1979, requesting a review of accident history on subject section. Our investigation revealed the 1977 accident rate for the urban portion of the section is 4.76 as compared with the statewide urban rate of 5.35. A very short portion of the section is classified as rural and had only one accident during 1977. At the intersection of the highway and Mill Street, which is just off the East end of the Santiam River structure, there has been a recurrance of angle and turning type accidents. From viewing the film log it appears there may be a sight distance restriction from Mill Street to the South.

By a copy of this letter we are asking Region to investigate the intersection and give us their recommendations for corrective treatment if warranted.

L. E. George
Traffic Engineer

JB:gim

cc: C. O. Fredrickson

REFERRED TO
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BY FINAL DESIGN ENGINEER

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JUN 15 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring / /
Action

9011

164

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 37-1475

Salem, OR

May 23, 1979

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Frank E. Terpin
LOCATION SECTION

SUBJECT: Letter of Transmittal
Talbot Rd.-Santiam River Br.
~~Jefferson Highway~~
Marion County

Transmitted herewith the following data pertaining to the subject location survey.

1	book	Field Notes
4	copies	Location Cost Estimate & Quantity Summary
4	copies	Narrative Report
2	copies	Locating Engineer's Statement
1	folder	Project Photographs
1	folder	Typical Sections and Drainage
1	folder	Cost Estimate Computation
2	copies	Vicinity Map (8-1/2x11)
1	roll	Refuge Lane and Cross Sections
1	roll	Overlay - Straightline Plan

In addition to the enclosed data it is recommended that the Santiam River bridge on this section receive a rubber chip seal and an asphalt wearing surface. To complete the safety portion, the guardrail should be attached to the pilasters.

To Final Design

cc: Dick Nelson

1979 Pendleton-Adams Sec., 9012
Oregon-Washington Hwy.
(Paving)

March 19, 1981

U. S. Fidelity and Guaranty Company
100 West Harrison Plaza
Seattle, WA 98119

COM 5
#9012

Attention: Lucille Hutcheson
Surety Department

Gentlemen:

This is in response to your letter of March 2, 1981, concerning Contract No. 9012 with Ercon Corporation for paving on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

In checking with our Construction Section, there were no liquidated damages on this contract and it appears the decrease in the contract price resulted from a reduction in quantities.

Sincerely,

Robert T. Gunnar
COMMISSION SERVICES

RTG:jas

UNITED STATES FIDELITY AND GUARANTY COMPANY
FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

100 WEST HARRISON PLAZA SEATTLE, WASHINGTON 98119

PHONE: 206/285-3636
TELEX 321082

HARRY L. MASTERS, C.P.C.U.
MANAGER

March 2, 1981

State of Oregon
Dept. of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen, Commission Services

Re: Eucon Corporation, Contract No. 9012 for Paving on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County. Contract Price, $1,530,534
Bond No. 76-0120-2142-79

Dear Mr. Gormsen,

Thank you for advising us that the above contract has been completed and accepted at a final contract price of $1,360,488.33.

We would appreciate knowing if the decrease in the contract price resulted from liquidated damages or from an item/items being dropped from the original contract schedule.

Please let us know so that we can make a final adjustment of our bond premium. A self-addressed envelope is enclosed for your convenience.

Thank you for your assistance.

Sincerely,

Lucille Ketcham

Lucille Ketcham
Surety Dept.

Bob Church
no liq. damages -
PA affect Total
price. Reduction
in quantities - $2,566.32
price reduction for
non spec-material

RECEIVED
MAR 5 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9012

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

901F

February 23, 1981

United States Fidelity & Guaranty Company
P. O. Box 3659
Portland, OR 97208

CON 5
#9012

Gentlemen:

On February 23, 1981, we wrote to you concerning release of final payment on Contract No. 9012 awarded to Lucon Corporation of Idaho for paving on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

Final payment on this contract is $64,620.17 and the total contract amount is $1,360,448.33. No work was performed under force account.

Sincerely,

Robert W. Gerdum
CONSTRUCTION SERVICES

jmb
cc: Lucon Corporation of Idaho
P. O. Box 1323
Lewiston, ID 83501

bc: G. T. Keasey
Walt Hart
W. L. Schwartz

9012 5473

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 11 1980
NORMA PAULUS
SECRETARY OF STATE

September 10, 1980

Snyder Machine Company
P. O. Box 1581
Pendleton, OR 97801

CON 5
#9012

Attention: Mr. M. D. Snyder

RECEIVED
SEP 11 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges your notice of claim dated September 3, 1980, in connection with our Contract No. 9012 with Eucon Corporation of Idaho for paving on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

It appears that N & L Construction Company has failed to pay you for labor and materials furnished to them in the amount of $3,982.57.

This letter and your notice of claim will be sent to the Secretary of State's office for filing. Copies are also being sent to the prime contractor and the surety.

Please notify this office when your claim has been satisfied.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 12 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: U. S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Eucon Corporation of Idaho
P. O. Box 1323
Lewiston, ID 83501

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on card
9-15-80 Ame

September 3, 1980

Mr. Robert Gormsen
Manager, Commission Services Section
121 Transportation Bldg.
Salem, Oregon 97310

RE: Paving Project
Pendleton-Adams Section
Oregon-Washington Highway
Umatilla County
Contract Number 9012

ATTN: Mr. Robert Gormsen

Dear Mr. Gormsen:

Invoices totaling $3, 982.57 are owed to Snyder Machine Co. by N & L Construction Company. These invoices are the result of work and services furnished N & L Const Co. during and directly connected with the Pendleton-Adams paving project; contract no. 9012. Numerous attempts to obtain payment of this money has been futile.

Mr. Richard McKinnon of Eucon Corp., the prime contractor, has been extremely cooperative in this matter. I feel that their credibility is unsurpassed.

Thank you and we remain

Very truly yours,

Snyder Machine Co.

Mel Snyder

M.D. (Mel) Snyder
Owner-Manager

RECEIVED
SEP 5 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Snyder Machine Co.

P.O. BOX 1581 • N.E. HIGHWAY 11 • PENDLETON, OREGON 97801

276-7530
276-0403

9012 No. 44 Final Report L.

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pendleton - Adams		WEEK ENDING: Aug. 2, 1980
		SECTION PREFIX: 30-1148
HIGHWAY: Oregon - Washington		COUNTY: Umatilla
NAME OF JOB: Pendleton - Adams	KIND OF WORK: Paving	
CONTRACTOR: Eucon Corporation of Idaho	CONTRACT NUMBER: 9012	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 6, 1979	DATE WORK STARTED: Oct. 2, 1979	ESTIMATED COMPLETION DATE: July 31, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 400	CALENDAR DAYS USED 347
PROJECT AUTHORIZATION: $1,840,088.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87%
EXCLUSIVE OF ENGINEERING: $1,709,237.53	ENGINEERING AUTHORIZATION $130,850.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,506,337.53	ENGINEERING COST TO DATE $91,325.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 70 %	DATE PROJECT WAS COMPLETED: July 31, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%		0	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		10.5			10.5
MILES PARTIALLY COMPLETED		0			10.5
MILES COMPLETED		0			10.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)		5,130 Ton			56,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE		0			53,500 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		0			53,500 Ton
AVERAGE DAILY QUANTITIES		0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY		0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2 3/4 ton trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27		1		
MONDAY 28	Clear & hot	1		
TUESDAY 29	Clear & hot	1		
WEDNESDAY 30	Clear & hot	1		
THURSDAY 31	Clear & hot	1		Project completed this date. 2nd notification
FRIDAY Aug 1		0		
SATURDAY 2		0		

Keasey Richards
Jackmond Berg
Hopkins Inloes
William Widmer
Johnson Gebauer
Glenn Church

RECEIVED
AUG 4 1980
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 27	No Activity
MONDAY 28	No Activity
TUESDAY 29	Contractor cleaned up shoulder areas.
WEDNESDAY 30	No Activity
THURSDAY 31	Contractor paved driveway and cleaned up. Project completed this date.
FRIDAY Aug 1	No Activity
SATURDAY 2	No Activity

REMARKS

Contractor cleaned up shoulder areas and completed paving one driveway.

Project completed July 31, 1980, second notification submitted.

SIGNED Bobby D. Johnson LOCATION Pendleton

Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9612

8

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/5/79
Donald L. Doust

August 2, 1979 Bid Letting _____ All Clear Deadline

SECTION Pendleton-Adams
Highway Oregon-Washington
County Umatilla Region 5
Type of Work AC O'lay & Guardrail Funds _____
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
					N/A No Fed Funds
PERMITS:					
Division of State Lands		X			
D.O.G.M.I.	X				
Corps of Engineers		X			
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution		X			
					Application in for Permit
CULTURAL:					
Cultural Survey		X			
Cultural Salvage	X				
NOISE:					
Noise Study	X				

7012

8

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Pendleton-Adams ~~Oregon~~-Washington Hwy Umatilla County

La Grande, Oregon
June 21, 1979

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Gerkin Flat Quarry

TO: W. C. Ferguson
Resident Engineer

PENDLETON

This is being written to document my conversation with Umatilla County Roadmaster Carlos Van Elsberg concerning the Gerkin Flat Quarry.

It was determined that the Gerkin Flat Quarry was by far the best solution for aggregate for the planned Pendleton-Adams resurfacing job. Umatilla County has been using the quarry and has a large quantity of processed materials stockpiled at that location. It was found that only a portion of the stockpiles would interfere with future quarry development and use.

On June 20, 1979, I telephoned Mr. Van Elsberg to explain our problems and discuss his recent letter to Mr. Walt Sullivan. Van Elsberg agreed that the small piles could be removed from the site in order for us to proceed to contract. I told him that our estimate of quantities to be removed was between 3,000 and 5,000 cubic yards. Van Elsberg further understands that our planned bid letting date is August 2, 1979, and that materials are to be removed by then. He asked that our representative meet his, Roy Therman, to iron out exact details. You will make that contact.

RDH:vt
cc: Walt Sullivan
Vern Moore
Ron Trout

Z Versteeg ✓
Anderson
Christensen Mail copy
Olson
Sullivan Mail copy
Terpin
Trout
Wakerlig

RECEIVED
JUN 22 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Pendleton-Adams Sec.

6-20-29

Bob Hector called (4 P.M.) He has talked to Carlos Van Ellsberg, County Engineer about the Counties rock stockpiles at the material source we want to use.

The County Engineer assured Bob Hector that he would have the piles removed by our letting date.

Fred Erickson

9012

8

STATE OF OREGON

INTEROFFICE MEMO

Highway-Traffic DEPT.

378-6537 TELEPHONE

DATE: May 8, 1979

TO: Fred Eriksen
Design Engineer Supervisor

FROM: L. E. George
Traffic Engineer

SUBJECT: Pendleton-Adams Section
Oregon-Washington Highway No. 8
M.P. 0.50 to M.P. 11.00

As requested in your May 4, 1979 letter, we have reviewed the accident history on the subject section.

Our review showed no grouping of accident types or locations on the section. The 1977 accident rate on the section was 0.59 acc/mvm while the statewide rate was 1.43 acc/mvm. We, therefore, have no safety recommendations to be included in this project.

L. E. George
Traffic Engineer

DW:jh

REFERRED TO
Bond Standards
Cole Samples
Erikson F.E. Watson
Heuer Dorn Lau
Return Discuss Be File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christenson DO
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RECEIVED
MAY 09 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

1979 Pac. Hwy. W. Interch.-Day- 9013
ton Jct. & Dayton Jct.-Lafayette
Sec. Salmon R. & Pac. W. Hwy.(Pav)

#1013 4-7-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig,Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats,Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

#9013

April 8, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

COM 5
#9013

Gentlemen:

Contract No. 9013 awarded to C. C. Meisel Co., Inc. for paving on the Pacific Highway W. Interchg.-Dayton Jct. & Dayton Jct.-Lafayette Sections of the Salmon River Highway and Pacific Highway West in Yamhill County was completed on December 22, 1980 and accepted by the State Highway Division on April 1, 1981.

Final payment in the amount of $28,829.54 will be released to the contractor after April 13, 1981. The total contract amount is $1,436,699.23 including $5,044.61 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gernaey
COMMISSION SERVICES

cc: C. C. Meisel Co., Inc.
P. O. Box 206
McMinnville, OR 97128

bc: C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hasek
G. G. Fredrickson

9013

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINFER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAC. HWY. W. INTERCHGE - DAYTON JCT. & DAYTON JCT. - LAFAYETTE	WEEK ENDING: 10/11/80	
	SECTION PREFIX: 36-1121	
HIGHWAY: SALMON RIVER & PACIFIC W.	COUNTY: YAMHILL	
NAME OF JOB: PAC.HWY.W. INTERCHGE-DAYTON JCT.-LAFAYETTE	KIND OF WORK: PAVING	
CONTRACTOR: C.C. MEISEL CO., INC.	CONTRACT NUMBER: 9013	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: 8/6/79	DATE WORK STARTED: 1/22/80	ESTIMATED COMPLETION DATE: 8/13/80
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 360	CALENDAR DAYS USED: 365
PROJECT AUTHORIZATION: $ 1,879,711.31	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101
EXCLUSIVE OF ENGINEERING: $ 1,746,042.95	ENGINEERING AUTHORIZATION: $ 133,668.36	PERCENT OF CONTRACT COMPLETE BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,746,042.95	ENGINEERING COST TO DATE: $ 110,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 82 %	DATE PROJECT WAS COMPLETED: 8/18/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
N/A	100%	100%	100%	100%	------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.79	6.79			6.79
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,800 CY.	4,115 Ton			62,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	5,800 CY	1,665 Ton			52,000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5500	1,665			52,000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				PROJECT COMPLETED
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 14 1980
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Ingles, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 8/18/80

SEMI-FINAL COMPLETE, SUBMITTED TO REGION 10/8/80

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9013

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1980

In Reply Refer to
File No. CON 5 #9013

C. C. Meisel Company, Inc.
Post Office Box 206
McMinnville, OR 97128

Re: Time Extension Request
Pacific Hwy. W. Intch.-Dayton Jct. &
Dayton Jct.-Lafayette Section
Contract No. 9013

Gentlemen:

Your request for additional contract time on the above project has been reviewed. A time extension of five calendar days is granted due to extra work performed. This will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
Robert Church

RECEIVED
STATE HWY ENGR
SEP 8 '80
REFER TO
FOR
Info | Invoice | R/D | D/R | Sign | Act | File

Form 734-3122

1979 Squaw Cr.-Jct Pacific Hwy. W. (Corvallis) Sec. Corvallis-Newport Hwy. (Paving) 9014

#9014

July 10, 1980

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

COM 5
#9014

Gentlemen:

On July 8, 1980, we wrote to you concerning release of final payment on Contract No. 9014 awarded to Wildish Corvallis Construction Co. for paving on the Squaw Creek Jct.-Pacific Highway West (Corvallis) Section of the Corvallis-Newport Highway in Benton County.

Final payment on this contract is $18,825.40 and the total contract amount is $415,944.94 including $2,634.58 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

kkr
cc: Wildish Corvallis Construction Co.
P. O. Box 967
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

#7014

7-0-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Siuslaw Construction Co. No. 8884	SE 142nd Ave. Br. over Johnson Cr. (Portland)	June 12, 1980
Rogue River Paving Co., Inc. No. 9042	3rd St.-6th St. (Central Point)	June 12, 1980
Tawn Mar Construction Co. No. 9050	Antelope Rock Production	June 12, 1980
J. Arlie Bryant, Inc. No. 9051	Fossil Rock Production	June 12, 1980
Waconda West Const. No. 8470	Columbia River (Astoria) Bridge	June 17, 1980
Morse Bros., Inc. No. 8690	Cox Cr.-S. Elm St. (Albany)	June 17, 1980
Hamilton Electric, Inc. No. 8914	Beaverton Signal (Fred Meyer Access)	June 17, 1980
Clarke Electric, Inc. No. 8832	McKenzie Hwy. @ 3rd St. (Springfield)	June 18, 1980
Cascade Const. Co., Inc. No 8875	SW 170th Ave.	June 19, 1980
J.C. Compton Co. No. 8060	Canyonville-Glendale Jct.	June 25, 1980
J.C. Compton Co. No. 8865	Lane County Line-Elbow Lake	June 25, 1980
R. A. Hatch Co. No. 8962	SW 117th Ave.-SW Hocken Ave. (Beaverton) & NE Sandy Blvd.-SE Flavel St. (Portland)	June 25, 1980
Eucon Corp. No. 8922	Columbia River Hwy.-Hermiston	July 2, 1980
Wildish Corvallis Const. Co. No. 9014	Squaw Cr. Jct.-Pac. Hwy. West (Corvallis)	July 3, 1980

July 8, 1980

C. T. Keasey
Asst. State Highway Engineer

9014

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Squaw Creek-Jct Pacific Hwy West(Corvallis)	WEEK ENDING: May 31, 1980
		SECTION PREFIX: 2-1130
	HIGHWAY: Corvallis-Newport	COUNTY: Benton
NAME OF JOB	KIND OF WORK: paving	
CONTRACTOR: Wildish Corvallis	CONTRACT NUMBER: 9014	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 8/6/79	DATE WORK STARTED: 8/31/79	ESTIMATED COMPLETION DATE: 5/8/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS WORK 180	CALENDAR DAYS USED 172
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $ 478,750.95		
EXCLUSIVE OF ENGINEERING: $ 440,788.32	ENGINEERING AUTHORIZATION $ 37,962.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 420,500	ENGINEERING COST TO DATE $ 23,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN - 4.6 %	PERCENT OF AUTHORIZATION 61 %	DATE PROJECT WAS COMPLETED: May 8, 1980

semi final estimate was submitted on May 30, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	1.77			1.77
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.11	1.77			1.77
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,640	4,000			14,150
TOTAL QUANTITIES CORRECTED TO DATE	1,265	4,057			14,625
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Same	Same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 2 1980
CONSTRUCTION BRANCH

Keasey — Richards
Jackmond — Berg
Hopkins — Inloes
Williams — Widmer
Johnsan — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY May 26, 1960	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final estimate sent to Region Office on Friday.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9014 SCJ0001 front 33

Form E-2 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Squaw Creek - Jct. Pacific Hwy. West Date June 8, 19 79

Highway Corvallis-Newport Authorization No. 1

County Benton Survey Prefix 2-1458 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project begins at MP 54.2 and ends at MP 56.1 on the Corvallis-Newport Highway for a total length of 1.9 miles.

Purpose of survey: Prepare plans, specifications and cost estimate for overlay project.

Estimate of cost:

Field Survey	901	3,000	
Final Design	905	1,000	
Soils & Geol.	910	2,000	STATE
Specifications	921	900	
Adm. Serv.(Eng.)	922	100	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,000

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Costs & Records Engineer
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pepin
Location Engineer

Approved:

Assistant State Highway Engineer

SP*22604-734

1979 Ptld. Idaho St. Line Sec. 9015
of the Columbia R. hwy.
& Old Ore. Trail. (Signing)

#7015 2-10-81 C

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Various - 10 Counties	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-10-81	David B. Carter, Area Engineer		I-F-RS-84-1(2)00
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-29-80	9-4-80	See below %	See below
APPROVED EXTENSIONS	**LOCATION**		
None	Portland to the Idaho State Line		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND-IDAHO STATE LINE
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAYS
Signing

This project provided for the renumbering of I-80N to I-84. Other minor additional work was also included.

The contract called for a specified completion date of April 30, 1980. All work was completed on April 29, 1980.

The final amount of the original contract bid items was $112,969.70 or a 5.1 percent underrun of the contract bid amount of $119,051.00. The final cost of the project including all changes and engineering was $142,091.63.

A final inspection of the project has been made.

STATE HWY ENGR
FEB 20 '81
REFER TO Moehring
FOR
Info | Insp | Dsn | Dist | Sun | Act | File

orig to 2-20-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter / David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER / G. K. Hossner	
TITLE Area Engineer	DATE 2-13-81	TITLE Field Operations Engineer	DATE 2-17-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9015

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

9015

October 15, 1980

Stillwell Construction Co.
13306 S.E. 30th
P. O. Box 3746
Bellevue, WA 98009

COE 5
#9015

Gentlemen:

Thank you for your letter of October 1 stating that you have paid Robinson and Robinson in connection with a claim filed by them against Contract No. 9015.

Attached is a copy of a letter from Robinson and Robinson notifying us of this payment.

We are noting this payment in our records and advising your surety on the project.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

fkm:kkr
Attachment

NOTED ON C...
10-15-80 kkr

STILLWELL

CONSTRUCTION CO.

Washington Contractors License # 223-01 ST-IL-LC 273QG

An Equal Opportunity Employer

GENERAL CONTRACTORS

13306 S.E. 30TH ST.
P.O. BOX 3746
BELLEVUE, WASH. 98009
747-2900

October 2, 1980

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Re: S-134 Portland-Idaho St. Line Signing
Contract 9015

Gentlemen:

Please be advised that as of this date, we have satisfied the amount owing Robinson & Robinson, on the above referenced project. Please refer to your letter dated September 24, 1980 regarding this matter.

Should you have any questions, or require further information, do not hesitate to contact us.

Sincerely,

Mark J. Stillwell

Mark J. Stillwell
General Manager

MJS:mm

cc: Corroon & Black of Oregon
1600 S. W. Fourth Avenue
Portland, OR 97201

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington St.
Portland, OR 97205

NOTED
R.W.G.

RECEIVED
OCT - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9015

October 15, 1980

Robinson & Robinson
Star Rt. Box 1899 - Road 1-S.W.
Quincy, WA 98848

OCH 5
#9015

Attention: L. C. Robinson

Gentlemen:

Thank you for your letter of October 8, 1980, informing us that Stillwell Construction Co. has paid you $4,766.74 for services rendered under Contract No. 9015 for signing from Portland to the Idaho State Line.

This information will be noted in our records and we will advise the county and the contractor.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

cc: The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gorman & Block of Oregon
1680 S.W. Fourth Avenue
Portland, OR 97201

Stillwell Construction Co.
13306 S.E. 30th
P. O. Box 3746
Bellevue, WA 98009

NOTED ON C...
10-15-80 RKN

ROBINSON & ROBINSON
STAR RT. BOX 1899 — ROAD 1-S.W.
QUINCY, WASH. 98848
TELE. (509) 785-2713

Oct. 8. 1980

Re: Contract No. 9015
Portland, Idaho State Line

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Sirs:

This letter is to notify you that Stillwell Construction, P.O. Box 3746, Bellevue, Washington , 98009, has paid the final payment of $4,766.76 for services rendered on the Portland, Idaho State Line job, contract No. 9015, to Robinson & Robinson.

Sincerely yours,

L.C. Robinson
Robinson & Robinson

RECEIVED
OCT 13 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9015

5476

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 25 1980
NORMA PAULUS
SECRETARY OF STATE

September 24, 1980

Robinson & Robinson
Star Rt. Box 1899 - Road 1-S.W.
Quincy, WA 98848

CON 5
#9015

RECEIVED
SEP 25 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges our receiving your Notice of Claim dated September 15, 1980, in the amount of $4,766.76 for services rendered to Stillwell Construction Co. You state this claim is in connection with Contract No. 9015 for signing from Portland to the Idaho State Line.

Copies of this letter will be sent to the Secretary of State's office for filing, to the surety and to the prime contractor.

Please notify this office when you receive payment.

Sincerely,

R. Curt Johnson

Robert W. Cormsen
COMMISSION SERVICES

RWC:dmm

cc: Stillwell Construction Co.
13306 S.E. 30th
Bellevue, WA 98009

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on Card
10-2-80 dmm

ROBINSON & ROBINSON
STAR RT. BOX 1809 — ROAD 1-S W.
QUINCY, WASH. 98848
TELE. (509) 785-2713

Sept. 15, 1980

Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 9015
Portland, Idaho State Line

Dear Sirs:

This letter is a claim against Stillwell Construction Co., P.O. Box 3746, Bellevue, Wash. 98009, in the amount of $4,766.76, for services rendered by Robinson & Robinson on the Portland, Idaho State Line job, contract No. 9015.

Sincerely yours,

L.C. Robinson

L.C. Robinson
Robinson & Robinson

RECEIVED
SEP 22 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#9015

September 10, 1980

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

OCC 3
#9015

Gentlemen:

Contract No. 9015 awarded to Stillwell Construction Co. for signing on the Portland-Idaho State Line Section of the Columbia River Highway and the Old Oregon Trail in two counties was completed on June 27, 1980, and accepted by the State Highway Division on September 4, 1980.

Final payment in the amount of $300 will be released to the contractor after September 15, 1980. The total contract amount is $119,602.12 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract, which has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Gormsen & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Stillwell Construction Co.
13306 S.E. 30th
P. O. Box 3746
Bellevue, WA 98009

bc: G. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacak)
W. E. Schwartz

#7015

September 8, 1980

Robinson & Robinson
Star Rt., Box 1899 - Road 1-S.W.
Quincy, WA 98848

CW 5
#9015

Gentlemen:

This is in response to your letter of August 25 in which you inquired about the status of our Contract No. 9015 with Stillwell Construction Company.

The contract was awarded on September 4, 1979, and was completed on April 29, 1980. It has not yet been accepted by the State.

Oregon law allows you to file a claim against the contractor. Your notice of claim should contain the amount owed, to whom it is owed and which contract is involved.

When this notice is received in this office, we will file it with the Secretary of State's office and notify the surety and the prime contractor.

Please call me at 378-6526 if you have any questions.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

cmw
Attachment (accepts for our law re filing claim)

ROBINSON & ROBINSON
STAR RT. BOX 1899 — ROAD 1-S.W.
QUINCY, WASH. 98848
TELE. (509) 785-2713

Aug. 2., 1980

Re: Portland-Idaho State Line
Contract No. 9015

Oregon State Dept. of Transportation
Room 121-Transportation Bldg.
Salem, Oregon 97310

ATT: Robert Gormsen

Dear Sir:

I am inquiring as to the present status of the above project.

Stillwell Construction Co. of Bellevue, Wash. are behind in payments to Robinson & Robinson of Quincy, Wn. for services rendered in the amount of $4,766.76.

It would be appreciated if this matter could be settled and the books closed.

Sincerely yours,

L.C. Robinson
Robinson & Robinson

cc: Bud VanCleave

RECEIVED
AUG 27 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9015

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-88		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Various
MODIFICATION NUMBER 1	8-5-80	Project Number I-F-RS-84-1(2)00

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Sept. 13 ,19 79 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 135,057.00 121,469.00 - I	$ 144,790.00 130,445.00 - I
Federal funds	$ 2,678.00 - F 265.00 - R	$ 2,678.00 - F 265.00 - R
Other revisions		

This modification is made for the following reasons: To include increase in construction bid items, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of August ,1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tommy Burrow
(Division Administrator)

For: G.L. Green

Form FR-2A (Rev. 10-78) Previous editions are obsolete GPO 927 494

Gen File

Oregon State Highway Division
Salem, Oregon July 30, 1980

Federal Aid Project
No. I-F-RS-84-1(2)00

Portland-Idaho State Line Section
I-84 in Ten Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y002
Traffic Signs

INTERSTATE

Subtotal of previous estimate of September 12, 1979			$116,051.00
Previous Estimate			
Type A Signs in Place	2463 Sq. Ft.	14.00	$ 34,482.00
Type F Signs in Place	2638 Sq. Ft.	8.00	21,104.00
Type G Signs in Place	34 Sq. Ft.	9.00	306.00
			$ 55,892.00
Revised Estimate			
Type A Signs in Place	2650 Sq. Ft.	14.00	$ 37,100.00
Type F Signs in Place	2820 Sq. Ft.	8.00	22,560.00
Type G Signs in Place	203 Sq. Ft.	9.00	1,827.00
Install Wood Sign Posts (P.A. #4)		All Required	3,463.00
			$ 64,950.00
		Increase	$ 9,058.00
		Subtotal	125,109.00
		Engineering	16,341.00
		TOTAL	$141,450.00

PRIMARY

Total the Same as previous estimate of Sept. 12, 1979	$ 3,039.00

RURAL SECONDARY

Total the same as previous estimate of Sept. 12, 1979	301.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Interstate Funds (92.22)	$141,450.00	$130,445.00	$11,005.00
Primary Funds (88.15)	3,039.00	2,678.00	361.00
Rural Secondary Funds (88.15)	301.00	265.00	36.00
TOTAL	$144,790.00	$133,388.00	$11,402.00

Group 1	-	97%
Group 2	-	3%
Group 3	-	0%
Contract No.		9015
Prefix	-	626-1910
Prefix	-	626-1047

Oregon State Highway Division
Salem, Oregon July 30, 1980

Federal Aid Project
No. I-F-RS-84-1(2)00

Portland-Idaho State Line
Non Participating-State Work

State Installation of Contractor Provided Signs			$ 950.00
State Provided and Installes Signs	123 Sq. Ft.	12.00	1,476.00
Furnish Type "F" and "V" Signs	8 Sq. Ft.	7.00	56.00

9015

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon County 10 Counties
9-62 9-66 9-67	**FEDERAL-AID PROJECT AGREEMENT** 9-13-79	Project No. I-F-RS-84-1(2)00

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland - Idaho State Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-79	0.00
OTHER *(Specify)*		

FUNDS Pro Rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 135,057.00	$ 121,469.00 (042) 2,578.00 (010) 265.00 (075)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 9-13-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 12th, 1979

Federal Aid Project
No. I-F-RS-84-1(2)00

Portland-Idaho State Line Section
I-84 in Ten Counties

Project Agreement Estimate

Type Code Y002
Traffic Signs

Interstate				
Motilization	All Required		(95%)	$ 3,800.00
Temporary Proctecion and Direction of Traffic	All Required		(95%)	3,800.00
Temporary Signs	429	Sq.Ft.	9.00	3,861.00
Flagman	1000	Hour	10.00	10,000.00
Removal of Existing Signs	All Required		(95%)	2,850.00
Wood Sign Posts	20	Each	50.00	1,000.00
Sign Support footings	All Required			8,000.00
Exit Number Sign Supports	All Required			8,900.00
Single Post Breakway Sign Supports	All Required			9,000.00
Type "A" Signs in place	2463	Aq.Ft.	14.00	34,482.00
Type "F" Signs in place	2544	Sq.Ft.	8.00	20,352.00
Type "G" Signs in place	34	Sq.Ft.	9.00	306.00
Type "M" Signs in place	414	Sq.Ft.	10.00	4,140.00
Type "V" Signs in place	6	Sq.Ft.	10.00	60.00
Modify Existing Signs	All Required			2,000.00
Furnish and Install Mile Posts	All Required			3,500.00
			Subtotal	$116,051.00
			Engineering	15,666.00
			Total	$131,717.00
Primary				
Mobilization	All Required		(5%)	$ 200.00
Temporary Protection and Direction of Traffic	All Required		(5%)	200.00
Remove of existing Sign installations	All Required		(5%)	150.00
Type "F" Signs in Place	94	Sq.Ft.	8.00	752.00

Oregon State Highway Division
Salem, Oregon, September 12th, 1979

Federal Aid Project
No. I-F-RS-64-1(2)00

Type "V" Signs in Place	76 Sq.Ft.	10.00	760.00
Furnish Type "F" and "V" Signs	88 Sq.Ft.	7.00	616.00
		Subtotal	$2,678.00
		Engineering	361.00
			$3,039.00

Rural Secondary

Furnish Type "F" and "V" Signs	38 Sq.Ft.	7.00	$266.00
		Subtotal	$266.00
		Engineering	35.00
		Total	$301.00

Length of Project_ _ _ _ _ _ _ _ _ _ 0.0 mile

Retain in Program Status (Not included in amounts below)

State Provided and Installed Signs. (Primary)	36 Sq.Ft.	12.00	$312.00
(Rural Secondary)	26 Sq.Ft.	12.00	432.00
		Total	$744.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Interstate Funds (92.22)	$131,717	$121,469	$10,248
Primary Funds (88.15)	3,039	2,678	361
Rural Secondary Funds (88.15)	301	265	36
Total	$135,057	$124,412	$10,645

Group 1 97%
Group 2 03%
Group 3 00%
Contact No. 9015
Prfix 626-1910
Prefix 626-1047

Oregon State Highway Division
Salem, Oregon, September 12th, 1979

Federal Aid Project
No. I-F-RS-84-1(2)00

Portland-Idaho State Line
Non Participating -State Work

State Installation of Contractor Provided Signs			$ 950.00
State Provided and Installes Signs	123 Sq.Ft.	12.00	1,476.00
Furnish Type "F" and "V" Signs	8 Sq.Ft.	7.00	56.00

9015

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland-Idaho State Line		WEEK ENDING: 6/28/80
		SECTION PREFIX: 626-1047
HIGHWAY: ColRiverHwy&OldOreTrailHwy		COUNTY: 10 Counties
NAME OF JOB: Portland-Idaho State Line	KIND OF WORK: Signing	
CONTRACTOR: Stillwell Const. Co.	CONTRACT NUMBER: 9015	FEDERAL AID PROJECT NUMBER: I-F-RS-84-1(2)00
DATE OF CONTRACT: September 4, 1979	DATE WORK STARTED: November 16, 1979	ESTIMATED COMPLETION DATE: May 31, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: April 30, 1980	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $140,060.14	ENGINEERING AUTHORIZATION: $13,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $128,954.05	this week: Ø	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $128,954.05	ENGINEERING COST TO DATE: $13,499.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Ø %	PERCENT OF AUTHORIZATION: 104 %	DATE PROJECT WAS COMPLETED: April 29, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 30 1980
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church
Hopkins
Williams
Johnsen
Clark

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on April 29, 1980
Semi-Final was submitted on June 27, 1980
This will be the last weekly for this project.

SIGNED H.N. VanCleave Res. Engr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9015

June 19, 1980

Stillwell Construction Co.
13306 S. E. 30th Street
P. O. Box 2746
Bellevue, WA 98009

COM 5
#9015

Attention: Mark Stillwell
General Manager

Gentlemen:

Thank you for your letter of June 12, 1980, informing us that you have satisfied the claim filed by Baker Redi-Mix Inc. in the amount of $793.27, by your Check No. 2665, which settles the claim in full.

We note that this is in reference to your Oregon State Highway Division Contract No. 9015 for signing on the Portland-Idaho State Line Section of the Columbia River Highway and the Old Oregon Trail in ten counties throughout Oregon.

We have also received a letter dated June 16, 1980, from Baker Redi-Mix Inc. advising that they have received full payment on this claim.

This information will be noted in our records and we will advise the surety and agent of this payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: The Travelers Indemnity Company
Surety Department
707 S. W. Washington St.
Portland, OR 97205

Gormsen & Black of Oregon
1600 S. W. Fourth Ave.
Portland, OR 97201

cc: Baker-Redi Mix Inc.
P. O. Box 825
Baker, OR 97814

NOTED ON CARD
6-19-80 kv

FROM [redacted] Inc.

TO OSHD
Manager Com. Services
Room 21 Transportation Building
Salem, Oregon 97310

DATE 6-16-80 SUBJECT Stillwell Const.

MESSAGE

Stillwell Construction on Contract #9015 - Portland/Idaho State line Signing has paid ~~Baker~~ Redi-Mix in full. $793.27. Thank you for your cooperation.

Terri Morris
SIGNED

DATE OF REPLY

REPLY

RECEIVED
JUN 18 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

THIS COPY FOR PERSON ADDRESSED

FOLD

STILLWELL
CONSTRUCTION CO. Washington Contractors License # 223-01 ST-IL-LC 273QG

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P.O. BOX 3746
BELLEVUE, WASH. 98009
747-2900

June 12, 1980

Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen
Commission Services

Re: S-134 Portland-Idaho St. Line Signing
Contract 9015

Dear Sir:

Please be advised that as of this date, we have satisfied the account of Baker Redi-Mix in the amount of $793.27, by our check number 2685. Should you have any questions, or require any further information, please let me know.

Sincerely,

Mark J. Stillwell

Mark Stillwell
General Manager

MS:mm

cc: Corroon & Black/Dawson & Co., Inc.

RECEIVED
JUN 16 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9015 5435

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 10 1980
NORMA PAULUS
SECRETARY OF STATE

June 9, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#9015

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Attention: Terri Morris

RECEIVED
JUN 10 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim against Stillwell Construction Company, for labor, materials, mileage and interest in the amount of $793.27.

This is in connection with the Stillwell Construction Company Contract No. 9015 for signing on the Portland-Idaho State Line Section of the Columbia River Highway and the Old Oregon Trail in ten counties within the State of Oregon.

The Travelers Indemnity Company furnished the bond on this contract. Copies of this letter are being sent to the Secretary of State's office for filing and also to the prime contractor, Stillwell Construction Co., and the surety.

Please notify this office when this claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 12 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

noted on Card Rev 6-13-80

cc: Stillwell Construction Co.
P. O. Box 3746
Bellevue, WA 98009

The Travelers Indemnity Company
Surety Department
707 S. W. Washington St.
Portland, OR 97205

cc: Corroon & Black of Oregon
1600 S. W. 4th Ave.
Portland, OR 97201

bc: Hon. Norma Paulus
Secretary of State--
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT

P. O. BOX 825

BAKER, OREGON 97814

June 4, 1980

OSHD
Manager Com. Services
Room 121
Transportation Building
Salem, Oregon 97310

ATTENTION: Robert Germsen

Baker Redi-Mix, Inc.
P.O. Box 825
Baker, Oregon 97814

against

Stillwell Construction
Bo 3746
Bellevue, Wash. 98009

Contract #9015. Portland/Idaho State Line Signing.

Billing:

15 yards 6 sack concrete	$594.00
Milage	156.50
Excess time	19.50
Total	$770.00
Interest 5/31/80	23.27
Total	$793.27

Thank you,

Terri Morris
Baker Redi-Mix, Inc.

Enclosure

RECEIVED
JUN 6 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT

P. O. BOX 533 - PH. 523-6447 - BAKER, OREGON 97814

DRIVER	EQUIPMENT	DATE
Fred	25	3/24/80

SOLD TO Stillwell Constr.

JOB ADDRESS meet at BRM Portland - Idaho State line signing - Interstate 84

MAIL ADDRESS

Contract I-F-R-S-84-1(207)

QUAN.	DESCRIPTION	PRICE	AMOUNT
6	Cu. Yds. 6 Sack Concrete	46.50	279 00
	ozs. Air Entraining		

Loaded Wt.

Light Wt.

Net

	Tons 1½"			
	3" Slump			
	Air Ent. 6%			
37	Miles @ 50¢ per yd./ mi.	Dawson	111	00
	Excess Time @ per hr.			
	Water Added on Job	Total	390	00

Left Plant 10:45 Arrv'd. Job 11:25 Left Job 12:50 Unloading Time

Time Allowed to Discharge Load . . .

Excess Time to be Charged . . . Hrs.

No. 7704

Received the above in good condition

Service Charge of 1½% per month will be charged on past due accounts.

BAKER REDI-MIX, Inc.

CONCRETE - SAND & GRAVEL - ASPHALT

P. O. BOX 533 - PH. 523-6447 - BAKER, OREGON 97814

DRIVER	EQUIPMENT	DATE
Cecil	24	3/20/80

SOLD TO Stillwell Construction

JOB ADDRESS Interstate 80-No., meet at exit 302

MAIL ADDRESS Box 3746 Bellevue, Wa. 98009

QUAN.	DESCRIPTION	PRICE	AMOUNT
7	Cu. Yds. 6 Sack Concrete	45.00	315 00
	ozs. Air Entraining		

6187.50
6184.50
3

Loaded Wt.

Light Wt.

Interstate 84 - Contract I-F-R-S-84-1(207)
Portland / Idaho State Line Signing

	Tons 1½"			
	Slump 3"			
	Air 6%			
	Dawson			
13	Miles @ 50¢ per yd. mi.		45	50
953	Excess Time @ 30 per hr.		19	50
	Water Added on Job	Total	380	00

Left Plant Arrv'd. Job 10:07 Left Job 11:40 Unloading Time 35

Time Allowed to Discharge Load . . . 56

Excess Time to be Charged . . . 39 Hrs.

No. 7679

Received the above in good condition

Service Charge of 1½% per month will be charged on past due accounts.

#9015 4-13-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

nig

cc: OSHD (Coulter)

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	10 Counties	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-13-80	David B. Carter, Area Engineer	I-F-RS-84-1(2)

RECEIVED
STATE HWY ENGR
APR 18 '80
REFER TO
FOR
Init. | Issues | R/D | Proj. | Spec. | Act. | File

IN COMPANY WITH
Bud Van Cleave, Resident Engineer, OSHD

LOCATION
Portland to the Idaho State Line

CONTRACTOR NAME AND ADDRESS
Stillwell Construction Co., 13306 SE 30th, Bellevue, Washington 98009

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9-4-79	$119,051.00	4-30-80	N/A	11-16-79

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	N/A	71%

REMARKS

PORTLAND - IDAHO STATE LINE
COLUMBIA RIVER & OLD OREGON TRAIL HIGHWAYS
Signing

This project will provide for the renumbering of I-80N to I-84. Other minor additional work is also included.

The contractor appears to be on schedule such that the changeover can be accomplished as planned in cooperation with the other affected States. The contractor is using method a-2, as contained in the Special Provisions, to make the actual route shield changeover. This method allows the contractor to begin placing uncovered new route shields after April 15, 1980, with the entire changeover complete by the specified completion date of April 30, 1980. Under this method, it is not necessary to cover the new route shields.

The above beginning date of April 15 has been modified to April 14, to allow this work to begin on a Monday, the start of the work week. This change does not alter the intent or effectiveness of the changeover activities.

The Resident Engineer indicated the contractor intends to have three separate crews working during the changeover period, and it is anticipated the changeover will be accomplished as planned.

9015

B

C

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FEB 11 1980

OFFICE OF THE ADMINISTRATOR

IN REPLY REFER TO:
HTO-21

Honorable Mike McCormack
House of Representatives
Washington, D.C. 20515

Dear Mr. McCormack:

This is in response to your December 20, 1979, letter concerning the renumbering of I-80N between Utah and Oregon. Your letter was acknowledged on January 29, 1980, by Mr. William B. Bonvillian, Director, Office of Congressional Affairs, Department of Transportation.

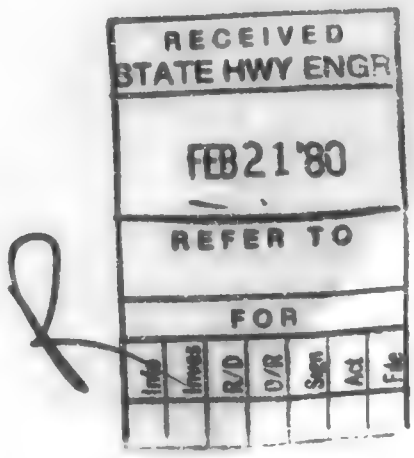
Enclosed is a copy of our December 14 letter to Mr. Fisher. As indicated in our reply to Mr. Fisher, the numbering of I-82 was considered and no future change in this designation is or will be needed to maintain acceptable numbering patterns.

If we can be of further assistance, please let us know.

Sincerely yours,

L. P. Lamm
Executive Director

Enclosure



MIKE McCORMACK
4TH DISTRICT, WASHINGTON

COMMITTEES:
PUBLIC WORKS AND TRANSPORTATION
SCIENCE AND TECHNOLOGY
CHAIRMAN
SUBCOMMITTEE ON ENERGY RESEARCH AND PRODUCTION
SELECT COMMITTEE ON COMMITTEES

Congress of the United States
House of Representatives
Washington, D.C. 20515

December 20, 1979

WASHINGTON OFFICE:
2352 RAYBURN HOUSE OFFICE BUILDING
(202) 225-5816

DISTRICT OFFICES:
YAKIMA OFFICE:
307 NORTH 3RD STREET, SUITE 1
YAKIMA, WASHINGTON 98901
(509) 248-0103

FEDERAL BUILDING
BOX 10
RICHLAND, WASHINGTON 99352
(509) 942-7273

205 EAST 11TH STREET, SUITE B-1
VANCOUVER, WASHINGTON 98660
(206) 699-4473

FEDERAL BUILDING
WENATCHEE, WASHINGTON 98801
(509) 663-5214

Mr. Ernest R. Warner, Jr.
Director for Intergovernmental Affairs
Department of Transportation
400 Seventh Street, S.W.
Room 10408
Washington, D.C. 20590

Dear Mr. Warner:

I have recently received a copy of a letter which was written by Mr. Jim Fisher of Wishram, Washington to the Secretary of Transportation.

His concern is the cost which will be incurred if the road signs for what will be I-82 are not changed. His feeling is that if the signs were changed now, the result would be savings in terms of time and money.

I would appreciate receiving a copy of the Department's response to Mr. Fisher's comments.

Thank you.

Sincerely,

Mike McCormack
Member of Congress

dgb

Wishram, Washington
November 27, 1979

Mr. Neil Goldschmidt, Secretary
Department of Transportation
Washington, D. C.

Dear Mr. Secretary;

Congratulations on your recent appointment to the Post of Secretary of the Department of Transportation. Speaking selfishly, I was glad that this important position could be retained by someone from the Pacific Northwest.

I also felt that your position on mass transit and Amtrak is one that will prove beneficial to our country in the future.

I am writing you regarding a situation which you have jurisdiction over, and which I feel that you should review. It regards the proposed number change of that part of the Interstate Highway System presently bearing the number I-80N.

I am sure that your are well familiar with the existing system of numbering the main east-west transcontinental Interstate Highways in increments of ten, with Interstate 10 being the southernmost transcontinental route of the system, and the northernmost link of the system being Interstate 90.

When the Interstate system was first planned, the east-west route through Omaha, Nebraska to San Francisco, California was assigned the number Interstate 80. A few miles east of Salt Lake City, Utah, a Interstate route was planned to take off from Interstate 80 to Portland, Oregon. Because this was actually just a "branch line" of Interstate 80 (the Echo, Utah to Portland, Oregon route was assigned the somewhat odd (for the Interstate system) number Interstate 80N.

At Stanfield, Oregon, another short link of the Interstate system was plotted, to run from Stanfield to Ellensburg, Washington to connect Interstate 80N with Interstate 90. The Stanfield to Ellensburg route was assigned the number Interstate 82.

Construction work on Interstate 80N is now completed amost the full length of its route, and work is progressing on Interstate 82.

Now after hundreds of signs have been placed on Interstate 80N proclaiming it to be that route, it has been decided that the number I-80N proves confusing to many motorist, who get I-80N confused with I-80. Thus, a decision was reached to change the number I-80N to I-84.

However, I find that changing the number of I-80N to I-84 would disrupt the systematic pattern of listing the east-west routes from south to north. Under the current "plan of action" we would find in the area from northern California to the Canadian border Interstate 80 in northern California, then Interstate 84 in northern Oregon. Interstate 82 would, under the new plan, connect Interstate 84 with Interstate 90.

And at some time in the future, as sure as the sun regularly comes up every day in the east, regardless of clear or cloudy or polluted skies, someone will argue that either I-84 or I-82 is improperly numbered, and again an expensive number change must be undertaken.

I do not oppose the changing of the number I-80N. But if it is going to be done, let's make it a one time change, and assign a new number to the Stanfield-Ellensburg route so that the systematic pattern can be retained. Change the number of Interstate 82 to I-86 or I-88. If that is not possible, change the number of I-80N to I-82, and the number of the current I-82 to I-84.

Sincerely,

James M. Fisher

James M. Fisher
P. O. Box 76
Wishram, Washington 98673

copies:file
Congressman Mike McCormick

9015

January 22, 1980

Ms. Joan Ostrom, Manager
Domestic Travel Department
Cornhusker Motor Club
5011 Capitol Avenue
P. O. Box 3985
Omaha, Nebraska 68103

Dear Ms. Ostrom:

Plans of the Oregon State Highway Division in the changeover from signing of I-80N to I-84 call for creating as little confusion to the motoring public as possible. That is one reason why the date of May 1 was selected rather than one at the height of the tourist season.

The changeover date of May 1 has been coordinated with Idaho and Utah, the other two states involved.

As soon as weather permits, Oregon will start changing its signs but the new numbering will remain covered until about April 25. Around this date, the covers will be removed, and the I-84 signs will appear. This changeover should be completed by May 1. The official state highway map of Oregon for 1980 reflects this change, and other map makers have been notified.

In short, you can advise people that the changeover from I-80N to I-84 will be completed in Oregon as close to May 1 as possible. A copy of the news release announcing the change is enclosed.

If I can be of any further assistance, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Enc.

bc F. B. Klaboe
J. J. Earley
L. E. George

CORNHUSKER
MOTOR CLUB
5011 CAPITOL AVENUE, P.O. BOX 3985
OMAHA, NEBRASKA, 68103 (402)558-1010

Jan. 11, 1980

Oregon Dept. of Transportation
State Highway Division
Salem, Oregon 97310

Gentlemen:

We understand that I80N is to be renumbered through Oregon as I84 - could you give us any information as to what resigning has been done or when it will be done, so that we can advise people about this more accurately?

THANK YOU!

Sincerely,

Joan Ostrom

Joan Ostrom, Manager
Domestic Travel Dept.

RECEIVED
STATE HWY ENGR
JAN 14 '80
REFER TO
Daily
FOR
GOV | LEGIS | SEC | ADM | SAFE | PR | INF

9015

CON 5

DATE: November 27, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
I-F-RS-84-1(2)00

Contract 9015, Work Started November 16, 1979

Project Portland-Idaho State Line

Highway Columbia River & Old Oregon Trail

Counties 10 Counties

RDC:mk

cc: R. D. Church

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RECEIVED
STATE HWY ENGR
NOV 16 79
REFER TO
FOR

NOV 7 1979

IN REPLY REFER TO:
HTO-21

Honorable William Proxmire
United States Senate
Washington, D.C. 20510

Dear Senator Proxmire:

This is in reply to your September 28 correspondence to the Office of Congressional Affairs, Department of Transportation, on behalf of Ms. Vicki Voigt of Lafayette, Oregon. Ms. Voigt wrote concerning the renumbering of Interstate 80N.

When the Interstate numbering system was first devised, a few relatively short routes were provided numbers with an -N, -S, -E, or -W suffix. Early in 1972, the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) began a joint effort to determine the effect of the use of these cardinal initials and to study the possibility of eliminating them. After considerable study involving a number of State highway department directors, it was concluded that the elimination of the cardinal initials would help reduce driver confusion and would improve traffic operations and safety. Official policy recommendations for eliminating cardinal initials were adopted by FHWA and AASHTO in 1973. By March 1978, there were only five routes with -N, -S, -E, or -W suffixes remaining on the Interstate System. Interstate route numbers are selected by AASHTO subject to the approval of FHWA.

The Oregon Department of Transportation developed an improvement project to install exit numbering signs, milepost signs, some breakaway sign supports, and the refurbishing of some of the existing signs on I-80N, as well as changing the route designation to I-84. The low bid received for the contract proposal was under $117,000. Most of this is for the renumbering of the highway.

The States of Utah and Idaho have tentative plans to renumber I-80N. Detailed estimates of the cost for changing the route numbers are not yet available but each State has provided a preliminary estimate of approximately $40,000. The proposed changes in Utah and Idaho will provide route numbering continuity for the entire length of I-84. We believe that the new numbering will improve the directional information provided to long-distance travelers in the Northwestern part of the country.

We have already provided similar information to Senator Mark Hatfield.

We hope this information is sufficient for a reply to Ms. Voigt. If we can be of further assistance, please let us know.

Sincerely yours,

MARSHALL JACKS, JR.

Marshall Jacks, Jr.
Director, Office of Traffic Operations

Enclosure:
Transmitted Correspondence

Vicki Voigt
P.O. Box 236
Lafayette, Oregon
97127

1979 SEP 20 AM 9:44

Senator William Proxmire
State Capital
Madison, Wisconsin

Sept. 10th, 1979

Dear Senator:

As a taxpayer and a former Wisconsinite, I am really concerned about the spending of eighteen million dollars to change the name of N80 to interstate 84. It seems to me that the taxpayers' money could be spent more wisely than this. Do you actually think it would be worth doing? Please let me know if I have all my facts right and if this is what you propose to do. Thank you.

Concerned,
Vicki Voigt

I-80N

ROAD DESIGN SECTION

H. N. Van Cleave
Resident Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

November 1, 1979

Subject: Sign Shop Drawings
Portland-Idaho State Line Section
Columbia River and Old Oregon Trail Highways
10 Counties
Contract No. 9015

Attached are four sets of approved shop drawings for the Type "A" signs on the above-named project.

One set should be retained you for field inspection purposes; one set forwarded to Don Wackerbarth's office for shop inspection of the signs; one set sent to Traffic Control Signs Company for sign fabrication; and one set sent to Stillwell Construction Company, per their request to you.

Will you also please inform Traffic Control Sign Company that their square foot count of 2572.5 for Type "A" appears to be correct and also inform them that on future signing projects in Oregon, they are to submit four sets of shop drawings in compliance with sub-section 645.01 of the Standard Specifications.

MGB:ja

Attachments

cc C. T. Keasey
W. E. Schwartz
W. G. Beard

Vorstoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 21979
ROAD DESIGN SECTION

file

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9015

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. | 378-6537 TELEPHONE

TO: MEMO TO FILE

DATE: September 26, 1979

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: Route Signing Conversion
Interstate 80 North to Interstate 84

Since the contract for this project has been awarded, we can now make a better estimate of the total project costs which were attributable to the routing conversion.

The contract was awarded for approximately $120,000 of which approximately $70,000 is work for installing exit numbers and other miscellaneous work. It is estimated that $50,000 is being spent to make the route shield conversions.

Adding engineering and contingencies, along with the preliminary engineering, the total estimated cost of the project is $155,000 of which $75,000 can be attributed to the route shield change and $80,000 to adding the exit numbers along with the other miscellaneous work.

L. E. George
Traffic Engineer

DKH:jrb

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
George Bell
John Earley
J. H. Versteeg
D. O. Christensen
E. L. Hardt
D. D. Allen
W. E. Schwartz
D. H. Moehring

RECEIVED
STATE HWY ENGR
SEP 26 '79
REFER TO
FOR
Info | Invest | R/W | D.R. | Sign | Act | File

9015

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RECEIVED
STATE HWY ENGR
SEP 19'79
REFER TO
FOR
Info | Invest | R/C | D/R | Sign | Act | File

SEP 10 1979

IN REPLY REFER TO:
HTO-21

Honorable Mark O. Hatfield
United States Senator
Pioneer Courthouse, Room 104
Portland, Oregon 97204

Dear Senator Hatfield:

This is in reply to your August 27 letter to former Federal Highway Administrator William M. Cox, with an enclosure from Mr. Thomas E. Cooney of Portland, Oregon. Mr. Cooney commented on the proposed renumbering of I-80N in Oregon, Idaho, and Utah.

When the Interstate numbering system was first devised, a few relatively short routes were provided a number with an -N, -S, -E, or -W suffix. Early in 1972, the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) began a joint effort to determine the effect of the use of these cardinal initials and to study the possibility of eliminating them. After considerable study involving a number of State highway department directors, it was concluded that the elimination of the cardinal initials would help reduce driver confusion and would improve traffic operations and safety. Official policy recommendations for eliminating cardinal initials were adopted by FHWA and AASHTO in 1973. By March 1978, there were only five routes with -N, -S, -E, or -W suffixes remaining on the Interstate System. Interstate route numbers are selected by AASHTO subject to the approval of FHWA.

The Oregon Department of Transportation developed an improvement project to install exit numbering signs, milepost signs, some breakaway sign supports, and the refurbishing of some of the existing signs on I-80N, as well as changing the route designation to I-84. The low bid received for the contract proposal was under $117,000.

The States of Idaho and Utah have tentative plans to renumber I-80N. Detailed estimates of the cost for changing the route numbers are not yet available, but each State has provided a preliminary estimate of approximately $40,000. The proposed changes in Idaho and Utah will provide route numbering

RECEIVED
SEP 12 1979
OREGON D.

continuity for the entire length of I-84. We believe that the new numbering will improve the directional information provided to long distance travelers in the Northwestern part of the country.

We hope the information provided is sufficient for a reply to your constituent. If we can be of further assistance, please let us know.

Sincerely yours,

MARSHALL JACKS, JR.

Marshall Jacks, Jr.
Director, Office of Traffic Operations

Enclosure:
Transmitted Correspondence

cc:
Washington Office

WILLIAM H. MORRISON
JACK H. DUNN
JAMES G. SMITH
NATHAN L. COHEN
F. BROCK MILLER
ROBERT R. CARNEY
THOMAS E. COONEY
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
BOYD J. LONG
ROBERT L. ALLEN
THOMAS H. TONGUE
GEORGE J. COOPER III
CHARLES D. RUTTAN
ROBERT K. WINGER
MICHAEL D. CREW
G. KENNETH SHIROISHI
GILBERT E. PARKER, JR.
GERALD E. MONTGOMERY
JEFFREY B. WIHTOL
ANDREW S. CRAIG

MORRISON, DUNN, COHEN, MILLER & CARNEY
ATTORNEYS AT LAW
17TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE (503) 224-6440

RALPH R. BAILEY (1902-1974)

August 15, 1979

AUG 23 1979

Senator Mark O. Hatfield
463 Russell Building
Washington, DC 20510

Dear Senator Hatfield:

I recently read that the federal government is going to take down all of the I-80N signs in Oregon, Idaho and Utah and replace them with I-84 signs because it violates federal standard to have an alphabetical letter with the number.

It would be interesting to see what it is going to cost to change these signs. I believe such an expenditure would be one of the most idiotic uses of taxpayers' money that I have seen in a long time. I would encourage you to look into this matter.

Very truly yours,

Thomas E. Cooney Jr

Thomas E. Cooney

TEC:jnp

9015

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

SEP 7 1979

IN REPLY REFER TO:
HTO-21

Mr. Virgil Langtry
P.O. Box 3
Maupin, Oregon 97037

9-12 cys
Dear Mr. Langtry:

RECEIVED
STATE HWY ENGR
SEP 12 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

This is in reply to your August 18 letter to the Department of Transportation concerning the renumbering of I-80N in Oregon.

When the Interstate numbering system was first devised, a few relatively short routes were provided a number with an -N, -S, -E, or -W suffix. Early in 1972, the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) began a joint effort to determine the effect of the use of these cardinal initials and to study the possibility of eliminating them. After considerable study involving a number of State highway department directors, it was concluded that the elimination of the cardinal initials would help reduce driver confusion and would improve traffic operations and safety. Official policy recommendations for eliminating cardinal initials were adopted by FHWA and AASHTO in 1973. By March 1978, there were only five routes with -N, -S, -E, or -W suffixes remaining on the Interstate System. Interstate route numbers are selected by AASHTO subject to the approval of FHWA.

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The States of Idaho and Utah also have tentative plans to renumber I-80N. These changes will provide route numbering continuity for the entire length of I-84. We believe that the new numbering will improve the directional information provided to long-distance travelers in the Northwestern part of the country.

Sincerely yours,
MARSHALL JACKS, JR.

Marshall Jacks, Jr.
Director, Office of Traffic Operations

STATE OF OREGON
COURT OF APPEALS
SALEM, OREGON

VIRGIL LANGTRY
JUDGE Retired

Cor 3 FHWA

U.S. DEPT. OF TRANSPORTATION
AUG 23 PM 3 29
OFFICE OF THE EXECUTIVE SECRETARIAT

August 18, 1977

ACTION
FHWA

Neil Goldschmidt
Sec. of Transportation
Wn. D.C.

Enclosed is a clipping from the Dalles Chronicle about the bureaucratic (tied in a bole) decision of the Dept. of Trans to change the name of the Columbia River Freeway in Oregon — at a cost of over $300,000 in Oregon alone. None in this Country thinks there is any sense to this change.

I can think of nothing that would make this administration more popular in this Country as you take over the Dept of Trans: than to reverse this senseless and expensive bureaucratic boondoggle. ~~to reverse it.~~

Virgil Langtry
Senior Judge of Oregon

Renaming I80N 'Silly' Local Readers Claim

Man on the Street this week found nobody he talked to in favor of renaming I80N to I84 as the government has moved to do. Bids will be taken Aug. 23 to rename the highway in Oregon to bring it into conformity with the rest of the interstate system.

Here's what Man on the Street found when he asked: What do you think about the proposal to rename I80N?

Annadale Oaks, The Dalles: "I think it's a lot of waste. I can't see much sense in it. I suppose it's going to make highway designations all the same across the country..but they should have been thinking about it a long time ago when they were planning (the freeway)."

Bob Barlow, The Dalles: "I think it's a complete waste of the taxpayers money, and it's completely ludicrous...I think you have to ask yourself the question, in these inflationary times, what are they doing?"

Nancy Ellett, The Dalles: "I think they should have thought of that when they made the freeway. It might be cheaper to change the rule (prohibiting letters in the signing of interstate highways), make an exception as long as it's already there."

Cindy O'Guin, The Dalles: "(Changing the signs is not a good idea), not if it's going to cost that much money, because it comes out of the taxpayers' money."

Mr. and Mrs. James Wiley, Rufus, responded by letter: "The idea was the most ridiculous thing we ever heard of...people starving to death in our country, old people not even getting enough Social Security to live on, and talking about energy savings and the gas it would take changing the signs, let alone the time and the maps that would have to be made ... some one's barn by shoveling manure."

Mrs. Roy Ohlegschlager, The Dalles: "It looks like it would be cheaper to take the "N" off the signs and change the 0 to a 4. Either that, or they should just leave it alone.

Mrs. Carl W. Nielsen, The Dalles: "It's the silliest thing I've ever heard of, really silly. We could use that money a lot better in other ways..fixing up the roads for example. Everyone is so used to it (the 80-N designation), that they're still going to call it that no matter what the government names it."

Williams Peetz, The Dalles: "I don't think much of the idea, but I guess the government has its mind made up. There isn't anything wrong with the 80-N designation, people are used to it."

Mrs. Jerry J. Ryan, The Dalles: "I haven't seen the stories about it, but it sounds like a big waste of money to me. That ($340,000 cost for Oregon alone) sounds like a lot of money to spend just to change the name of a highway."

Mrs. Carl Skarmstad, Dallesport: "I read about it and think the idea is ridiculous. They could put that money to a lot better use in other ways. I don't know if we can do anything about it, but they changed their minds on taking Amtrak away."

Dick Turner, The Dalles: "It sounds like something someone in Washington with nothing better to do than to think up ways to spend money would come up with."

Next week Man on the Street will ask people whether they believe the U.S. is really in serious trouble economically and as a world leader, or whether it is just going through a "storm" from which it will emerge in good health. In short,

NEWS

STATE OF IDAHO
TRANSPORTATION DEPARTMENT

DARRELL V MANNING — Director

SEPTEMBER 4, 1979

FOR IMMEDIATE RELEASE

84 IN 80

BOISE -- Motorist's traveling Idaho's east-west Interstate route between Ontario, Oregon and Snowville, Utah will see a new highway number in the Spring of 1980.

No longer will they see the familiar I-80N route markers. In their stead will be new signs bearing the legend "I-84."

By mutual agreement, Oregon, Idaho and Utah, the states served by I-80N, will unveil the new signs on May 1, 1980. The Numbering Committee of the American Association of State Highway and Transportation Officials (AASHTO) has directed that the change be made by July 1, 1980 to avoid confusion to the summer tourist. The three states cooperatively agreed to make the change at the earlier date.

The reason for the change is to avoid confusion to users of the Interstate numbering system and make the numbering consistent throughout the Nation. A policy of (AASHTO) calls for the elimination of the direction designation, such as N (North) and S (South) in Interstate route numbering.

An example of this is I-80 and I-80N. I-80 begins in New York City and extends westward to San Francisco. East of Salt

(More)

FOR MORE INFORMATION. . . . . PUBLIC INFORMATION SUPERVISOR
3311 W. State Street
Boise, Idaho 83707
Phone 384-3665

NOTED
JOHN J. EARLE

Lake City, at Echo, there is a northerly extension of the route which runs through Idaho and on to Portland. This was designated I-80N and it is this designation which has led to confusion for travelers according to highway officials.

Another example closer to home is the redesignation of Interstate 15W which extends from the Salt Lake City cutoff east of Burley over to Pocatello. This route number was changed to I-86 in 1978 after approval from the Federal Highway Administration and AASHTO concurrently.

To meet its obligations involving the change, the Idaho Transportation Department will begin changing the I-80N route signs across southern Idaho about April 1, 1980.

Motorists will not be the only ones affected by the change. Map makers will have to change their maps, and travel agencies must revise their material. Businesses along the route, in many cases, will have to alter their advertising material. The Transportation Board approved the change and made the original announcement July 14, 1977. The Department is now notifying all concerned parties about the May 1, 1980 change again so that any revisions that might be necessary on stationary, maps and other advertising material can be made with minimum inconvenience.

* * * * *

A;U;W-56;D-14;R-50;T-12;ORT-8;ON-11;TM

9015

Deani

commentary

Reporter's basket gives up its secrets

By RON BLANKENBAKER

Monday vas a very quiet day at the Capitol.

And just how quiet is a very quiet day at the Capitol? Well, a big item of discussion around the building was an upcoming meeting of the Cafeteria Committee.

Also, Gov. Vic Atiyeh was off attending a picnic, or maybe it was a fair or a reunion of old football players. Senate President Jason Boe was fitting glasses in Reedsport. And House Speaker Hardy Myers was tending to his law practice.

Dull days are not all bad, however. A little quiet gives one the opportunity to catch up on mail and clean out the in-basket. Some interesting things can be found in an in-basket.

What's interesting about reporters' in-baskets is that daily government agencies load them up with all nature of announcements designed to justify each agency's existence.

My own in-basket is generally allowed to fill to the overflow point. I weed it out when the desk underneath is obscured from view. Some of my neater colleagues look on this practice with disdain. I've always thought it a rather orderly way of coping with the bureaucractic paper glut. When the basket fills over the top it just spills over the side and the janitors get it. Recycling at its purest, untouched by mental consumption.

After all, it isn't as if there is anything of much value that is placed in an in-basket. Except for the funny reading. There's plenty of funny reading in bureaucratic handouts and it is all the funnier, perhaps, because it isn't intended to be.

Digging into the paper pile does yield gems. For example, last week the state Highway Division said in one of its "for immediate release" dispatches that motorists traveling between Portland and Ontario "will be in for a bit of a surprise in the summer of 1988."

Those highway signs that tell you you're on route "I-80N" will have been changed to new signs saying you're on route "I-84." You turn this particular Highway Division news release over to learn that this sign-changing project is going to cost $340,000.

Just in case you've actually read that far and are getting upset by the high cost of sign-changing, the Highway Division points out that the state's share of the cost is ONLY "8 percent."

It is, of course, a common bureaucratic view: As long as it is federal tax money and not state tax money that is being spent it is all right to spend it. Apparently, we're all supposed to forget from whence federal tax money comes.

Apparently, there was a great need to change the I-80N highway signs. It would seem that a good number of motorists were getting lost or confused in Echo, Utah,

football players. Senate President Jason Boe was fitting glasses in Reedsport. And House Speaker Hardy Myers was tending to his law practice.

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Apparently, there was a great need to change the I-80N highway signs. It would seem that a good number of motorists were getting lost or confused in Echo, Utah, and maybe driving to Ontario when they really wanted to go to San Francisco.

Who knows, there may have been an old conspiracy between sign painters and the Ontario Chamber of Commerce. They've got to get some business in Ontario somehow, don't they?

Just in case you're still wondering why we're changing highway signs when most people these days are saying they're bothered by potholes, not road signs, the Highway Division has an answer.

The reason, says the Highway Division, is clarification. The American Association of State Highway and Transportation Officials (AASHTO) has decided to make everything perfectly clear for motorists by ridding interstate highways of their North and South direction designations.

Somehow, getting rid of all the "N's" and "S's" on road signs is supposed to help us reach our destinations. At least that's what the highway folks say. It would seem to me, though, that if a motorist can't tell north from south he's in the kind of trouble that changing the signs isn't going to help.

Finally, the Highway Division news release lets us know that what the highway officials have decided in their association has now become a "direction" from the Federal Highway Administration. Because of this "direction" the state now has "to meet its obligations" and change the signs, says the news release.

As is common in government handouts, alternatives to such direction are not raised.

But one can wonder.

If we didn't change those I-80N signs would that mean we wouldn't get the federal money we wouldn't need because we were not changing the signs?

Hmm!

Ron Blankenbaker is a Statesman reporter.

Portland, OR
Oregonian
(Cir. D. 238,985)

AUG 14 1979

Allen's P. C. B. Est. 1888

Change baffles

To the Editor: Changing the name for I-80N baffles me (Aug. 7). I cannot see how the change will benefit anyone.

It appears to me that road conditions will not improve, and it won't be cheap.

I am aware of the need for well identified national highways, but I fail to see how the change to I-84 is wise economical thinking.

DAVE MARBLE,
206 W. 11th St.,
The Dalles.

Corvallis, OR
Gazette-Times
(Cir. D. 13,364)

AUG 8 1979

Allen's P. C. B. Est. 1888

NOTED
B. KLABOE

Sound of the boondoggle

They're going to change the name of Interstate Highway 80N and it sounds to us like a bureaucratic whim that is not only going to use gas tax dollars but money that could well be used for better purposes.

The federal government, on the recommendation of the American Association of State Highway Transportation Officials, has said the change will be made. I80N will become I84. Hundreds, if not thousands, of signs along the highway, including those on side roads that show the way to the highway, will be changed. The state Department of Transportation has called for bids to be opened later this month. It estimates the cost will be about $340,000. The federal government will pay $312,800 (92 percent) and Oregon will pay $27,200 (8 percent). The work has to be completed by May 1, 1980.

In Oregon, the highway stretches from Portland across the northern portion of the state to near Ontario. It is 380 miles long. It crosses Idaho and branches from I80 in Utah.

The federal government perhaps has money running out of its pockets for such purposes. But Oregon doesn't. At a time when Oregon is trying to stretch every highway dollar to its maximum to maintain its roadways — and is talking of trying again to get the voters to increase the state gasoline tax — is no time to be frittering away that money on what certainly is a non-essential in Oregon.

Commission, which oversees such expenditures, the commission opposed the federal edict. But Idaho and Utah apparently went along and that forced Oregon to comply Otherwise, motorists would be driving on I80N and suddenly be on I84 or vice versa.

The reasoning behind the change, we are told, is that in some large cities there is duplication of highway numbers that causes confusion, and also the Transportatin Officials have said there no longer should be any letters used in highway designations.

Why those problems, if they are real problems and not just boondoggling by bureaucrats, weren't considered when the highway numbering system was devised years ago, we can't understand. And we can't believe that there is that much confusion of motorists to warrant spending what must amount to millions of dollars across the nation. In Oregon, we have had Highway 99W and 99E for years. Any alert motorist (and they all should be alert) can tell the difference.

If the federal government is looking for a way to spend its highway money, it would do better to allocate it to the states for more needed projects. It sounds to us like the present use of the money is aimed at keeping the sign divisions busy.

Again it is a case of the federal government dictating to the states programs that cost the people of the states their hard-earned money

RECEIVED
STATE HWY ENGR
AUG 22'79
REFER TO
FOR

Eugene, OR
Register-Guard
(Cir. D. 60,398)
(Cir. S. 65,785)

AUG 14 1979

Allen's P. C. B Est. 1888

An interstate is an interstate is an . . .

There may be some good reason why federal officials have ordered the designation of Interstate Highway 80N changed to I-84. But we haven't heard it.

The change will require the replacement of countless signs in Oregon, Idaho and Utah. The cost in Oregon alone has been estimated at $340,000.

Even though the federal government will pick up 92 percent of the total tab, this three-state name-changing project has all the earmarks of a million-dollar example of bureaucratic indifference to costs.

Worse yet, the aggregate outlay for such projects across the country will be monumental and thinly justified.

Oregon's Transportation Department opposed the I-80N change. As far as we know, there's been no public outcry for it. But Oregon now must conform or risk wads of federally supplied highway funds. The American Association of State Highway Transportation Officials recommended systematic interstate highway identifications and federal officials took it from there.

A uniform numbering system will help map readers in major urban areas where interstates abound, but elsewhere it's needed like a hole in the public purse.

Millions of road maps will go on showing I-80N for years, and Oregonians won't care. But motorists from other parts of the country will wonder where they really are when I-84 signs conflict with their glove-compartment navigational guides through Oregon.

To put it as gently as possible: This is another of those situations in which that government would be best that had the best appreciation of cost-accounting.

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9015 — 8-1-79

FEDERAL-AID PROJECT NO. I-F-RS-84-1(2)00

STATE PROJECT NO. See below

COUNTY NAME Various

PROGRAM STAGE (Check) 1. 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

*PROGRAM NO.

ITEM NO. 90053

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sgn | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-1-79	Various	Various

GENERAL LOCATION: Portland - Idaho State Line

GENERAL DESCRIPTION OF WORK: Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's July 30, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $247,472 - Federal Funds $227,938.

A signed copy of the Revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7-13-79

9015

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-F-RS-84-1(2)00

STATE PROJECT NO.: See below

COUNTY NAME: Various

PROGRAM STAGE (Check): ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90053

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info | Init | R/D | 2R | 3R | 4R | 5R

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1002-H

L.

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Various	Various

GENERAL LOCATION:

Portland - Idaho State Line

GENERAL DESCRIPTION OF WORK:

Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 6, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $267,000 - Federal Funds $245,690.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

July 12, 1979

Mr. William W. Harvey
Public Information Supervisor
State of Idaho Transportation Department
Box 7129
Boise, ID 83707

Dear Bill:

Reference your letter of July 10 concerning the route designation changeover of I-80N to I-84, on January 5, the Oregon Department of Transportation sent letters to Mr. E. Dean Tisdale, State Highway Administrator, Idaho Division of Highways, and to Mr. William B. Hurley, Director, Utah Department of Transportation, suggesting that the changeover take place on May 1, 1980.

This was done so the changeover would be completed before the summer tourist season started. Both states agreed to the May 1 date.

We have news releases ready and letter to public officials and chambers of commerce throughout the state. These are to be released as soon as the contract for changing the route shields is let. Originally, this was scheduled for late June, but it now looks like it will be late August.

Map makers who regularly deal with the state have been notified of the anticipated changeover date so they would not be caught short. Trucking associations, travel agencies, including American Automobile Association (which has already been notified), information services, and others working with the travel industry will receive notices.

We considered public information meetings but abandoned them as possibly reaching too few people. In contacts with the media, word is dropped that the change is coming, and several news stories telling of the change have already appeared.

Form 734-3122

Will send you copies of our release and letter when they are released.

Thanks for letting us know of your plans, and I hope that the May 1 date is correct with you.

Sincerely,

John J. Earley
Public Information Officer

JJE:vvl

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. E. George

PS: George Bell sends his greetings.

RECEIVED
DCI DIRECTOR
JUL 1979
REFER TO
FOR
Info | Lmed | D/D | D/R | Sig | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90053
Project No. I-F-RS-84-1(2)00
Portland-Idaho State Line Section

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

"RS"	Federal Funds (88.15%)	$ 3,490
"F"	Federal Funds (88.15%)	7,880
"I"	Federal Funds (92.22%)	234,320
	State Funds	21,310
	Total Cost	$267,000

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9015

I-80N

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: D. H. Moehring ATTN: D. E. Swan
Assistant State Highway Engineer
Project Management Branch

DATE: June 26, 1979

FROM: L. E. George
Traffic Engineer

Vercoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 0 2 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

SUBJECT: Signing
Portland-Idaho State Line Section
Columbia River & Old Oregon Trail Highway
Various Counties

The schedule of contract lettings has a project to change the route designation of Interstate 80 North to Interstate 84. A number of shields for the interstate routes are located a distance from the interstate highway and are not eligible for interstate funds. We desire to apply to the Federal Highway Administration for primary and secondary funds for these interstate route markers.

In certain areas, the shields are located near a major highway and are concentrated at intersections along the highway. Work in these areas will be done by the contract. In other locations the signs are scattered and in some cases, they are quite a distance from the interstate route. These will be replaced by State Forces.

REFERRED TO Board Cole Edlund Hoeft Sterud Sample Watson Lee Discuss Do File Copy Due FINAL DESIGN ENGINEER

The non-interstate portion of the work for this contract has been put into four classifications as shown on the attachments:

Sheet 1

The signs are furnished and installed by the contractor. These are the route shields located on or near the Banfield Freeway from the junction of Interstate 5 to the junction with interstate 205. The contractor will furnish all materials and do all work for this section.

Sheet 2

The signs are furnished by the contractor. These are the route shields that are not eligible for interstate funds that are scattered throughout the various cities east of the Sandy River. The shields will be furnished by the contractor. Installation of the signs are covered on sheet 4 of the attachments.

Sheet 3

The signs are furnished and installed by the State. These are the route shields that are not eligible for interstate funds. They are located west of the Sandy River and are not covered on sheet 1. They will be fabricated by the State, because of the numerous sizes and types of shields involved. They will be installed by the State, because of their scattered locations.

Sheet 4

The signs will be installed by the State. These are the route shields that were furnished by the contractor on sheet 2 of the attachments. They will be installed by the State, because of their scattered locations.

The attached summary and estimate sheet shows the estimated cost for the State and the contractor for this work on both primary and secondary state highways. Will you please submit the estimates to the Federal Highway Administration for primary and secondary highway funds.

If you need additional information, please call this office.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:cs
Attachments
cc: Lyle Watson w/att.

Form 81-734-2M-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Summary & Estimate

	Primary Hwys.		Secondary Hwys	
	Contractor	State	Contractor	State
From Sheet 1	1,190.00	—	1,248.00	—
From Sheet 2	896.00		55.00	
From Sheet 3	—	540.00		392.00
From Sheet 4	—	833.00	—	612.00
Total Sh. 1-4	2,086.00	1,373.00	1,303.00	1,004.00
Temporary Protection & Direction of Traffic	2500.00	1,500.00	—	1,600.00
Sub Totals	4,586.00	2,873.00	1,303.00	2,004.00
Engr. & Cong. Approx. 20%	914.00	577.00	257.00	396.00
Total	5500.00	3450.00	1560.00	2400.00

	Primary Hwy.	Secondary Hwy.	
Contractor	5,500.00	1,560.00	7,060.00
State	3,450.00	2,400.00	5,850.00
	8,950.00	3,960.00	12,910.00

Form E-147

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Sheet 1

Signs Furnished and Installed By Contractor

		Type "F" Signs						Type "P" Signs				
		Primary Highways			Secondary Highways			Primary Highways			Secondary	
Region	District	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost
1	2B	90 Sq. Ft.	11.00	990.00	—	—	—	156 Sq. Ft.	8.00	1,248.00	—	
1	2C	—	—	—	—	—	—	—	—	—	—	—
4	9	—	—	—	—	—	—	—	—	—	—	—
5	12	—	—	—	—	—	—	—	—	—	—	—
5	13	—	—	—	—	—	—	—	—	—	—	—
5	14	—	—	—	—	—	—	—	—	—	—	—
Removal of Existing Shields		10 Signs	20.00	200.00	—	—	—	—	—	—	—	—
Total				1190.00						1,248.00		
Total for Sheet		Primary Highways			1,190.00							
		Secondary Highways			1,248.00							

OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

Sheet 1

Furnished and Installed By Contractor

ict	Type "F" Signs						Type "P" Signs					
	Primary Highways			Secondary Highways			Primary Highways			Secondary Highway		
	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost
	90 Sq. Ft.	11.00	990.00	—	—	—	156 Sq. Ft.	8.00	1,248.00	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—
s	10 Signs	20.00	200.00	—	—	—	—	—	—	—	—	—
			1190.00						1,248.00			

et Primary Highways 1,190.00

Secondary Highways 1,248.00

Form E-147

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Sheet 2

Sign Furnished By Contractor

		Type "F" Signs						Type "P" Signs				
		Primary Highways			Secondary Highways			Primary Highways			Secondary	
Region	District	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Co
1	2B	—	—	—	—	—	—	—	—	—	—	
1	2C	16 Sq. Ft.	7.00	112.00	14 Sq. Ft.	7.00	98.00	—	—	—	—	
4	9	—	—	—	14 Sq. Ft	7.00	98.00	—	—	—	—	
5	12	64 Sq. Ft.	7.00	448.00	—	—	—	—	—	—	—	
5	13	—	—	—	—	—	—	11 Sq. Ft.	5.00	55.00	—	
5	14	—	—	—	20 Sq. Ft.	7.00	140.00	—	—	—	—	
Total				560.00			336.00			55.00		
Total For Sheet	Primary Highways			896.00								
	Secondary Highways			55.00								

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

shed By Contractor

Sheet 2

Type "F" Signs						Type "P" Signs					
Primary Highways			Secondary Highways			Primary Highways			Secondary Highway		
Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost
—	—	—	—	—	—	—	—	—	—	—	—
Sq.Ft.	7.00	112.00	14 Sq.Ft.	7.00	98.00	—	—	—	—	—	—
—	—	—	14 Sq.Ft	7.00	98.00	—	—	—	—	—	—
4 Sq.Ft.	7.00	448.00	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	11 Sq.Ft.	5.00	55.00	—	—	—
—	—	—	20 Sq.Ft.	7.00	140.00	—	—	—	—	—	—
		560.00			336.00			55.00			
Primary Highways			896.00								
Secondary Highways			55.00								

Form E-147

OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

Sheet 3

Sign Furnished and Installed By State

		Type "F" Signs						Type "P" signs				
		Primary Highways			Secondary Highways			Primary Highways			Secondary	
Region	District	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit C
1	2B	36 Sq. Ft.	$10.00	360.00	—	—	—	—	—	—	56 Sq. Ft.	7
1	2C	—	—	—	—	—	—	—	—	—	—	
4	9	—	—	—	—	—	—	—	—	—	—	
3	12	—	—	—	—	—	—	—	—	—	—	
5	13	—	—	—	—	—	—	—	—	—	—	
5	14	—	—	—	—	—	—	—	—	—	—	
Removal of Existing	Shields	9 Signs	20.00	180.00	—	—	—	—	—	—	—	
Total				540.00								
Total For Sheet		Primary Highways			540.00							
		Secondary Highways			392.00							

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Sheet 3

ed and Installed By State

Type "F" Signs						Type "P" Signs					
imary Highways			Secondary Highways			Primary Highways			Secondary Highway		
ign rea	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost
Sq.Ft.	$10.00	360.00	—	—	—	—	—	—	56 Sq.Ft.	$7.00	$392.00
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Signs	20.00	180.00	—	—	—	—	—	—	—	—	—
		540.00									392.00
Primary Highways			540.00								
econdary Highways			392.00								

Form E-147

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Sheet 4

Sign Installed By State

		Type "F" Signs						Type "P" Signs				
		Primary Highways			Secondary Highways			Primary Highways			Secondary	
Region	District	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit C
1	2B	—	—	—	—	—	—	—	—	—	—	
1	2C	16 Sq. Ft.	4.00	64.00	14 Sq. Ft.	4.00	56.00	—	—	—		
4	9	—	—	—	14 Sq. Ft.	4.00	56.00	—	—	—		
5	12	64 Sq. Ft.	4.00	256.00	—	—	—	—	—	—	—	
5	13	—	—	—	—	—	—	11 Sq. Ft.	3.00	33.00	—	
5	14	—	—	—	20 Sq. Ft.	4.00	80.00	—	—	—	—	
Removal of Existing Shields		24 Signs	20.00	480.00	21 Signs	20.00	420.00	—	—	—	—	
Total				800.00			612.00			33.00		
Total For Sheet		Primary Highways			833.00							
		Secondary Highways			612.00							

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

lled By State

Sheet 4

Type "F" Signs						Type "P" Signs					
imary Highways			Secondary Highways			Primary Highways			Secondary Highway		
ign rea	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost	Sign Area	Unit Cost	Cost
—	—	—	—	—	—	—	—	—	—	—	—
Sq.Ft.	4.00	64.00	14 Sq.Ft.	4.00	56.00	—	—	—	—	—	—
—	—	—	14 Sq.Ft.	4.00	56.00	—	—	—	—	—	—
Sq.Ft.	4.00	256.00	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	11 Sq.Ft.	3.00	33.00	—	—	—
—	—	—	20 Sq.Ft.	4.00	80.00	—	—	—	—	—	—
Signs	20.00	480.00	21 Signs	20.00	420.00	—	—	—	—	—	—
		800.00			612.00			33.00			
imary Highways			833.00								
condary Highways			612.00								

Form FHWA 121 (Rev. 5-73) 9015

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-84-1(1)00
Portland-Idaho State Line Section
Columbia River & Old Oregon Trail Highways
Interstate Re-signing

DATE: June 13, 1979

In reply refer to: HFO.7-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

In Mr. Hunter's June 5, 1979, letter he requested that State Forces be utilized to replace route shields at off-freeway locations rather than through the contract method. We have no objections to this proposal. Please be reminded that, since this signing is located outside the immediate interchange area, it is not eligible for Interstate funding and alternate system sources will be necessary. In either case, an inventory of the ninety approximate locations will be required as part of project documentation.

G. L. Green
for

cc:
E. S. Hunter (OSHD)

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO
FOR
Info | Issue | R/D | D/B | Sign | Act | File

GENERAL FILES

Vic Atiyeh

June 5, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

Dear Mr. Green:

As you know, we are currently preparing contract documents for PS&E submittal involving the change from Interstate 80 North to Interstate 84.

It is our intention to replace all Interstate 80 North shields both on and off the freeway. Trailblazer shields and shields located on miscellaneous local guide signs will be replaced under the contract. Due to the difficulty of specifying the work at the off-freeway locations, it is proposed that the work be done by State Forces at these particular locations, using route shields supplied as a part of the contract.

Milepost revision is another area we have reviewed. With the Banfield Revisions in the future, and the immediate cost of extensive record revisions required, we will defer any milepost numbering until a future time. When it is appropriate to do so, both the milepost renumbering and exit number revisions will be done. Current mileposts and exit numbers will be retained, together with our present data base.

Exit numbers will be installed at those few interchanges not currently having them.

Your concurrence is requested to proceed on the above outlined basis.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
R. L. Schroeder
J. H. Versteeg
L. E. George
E. L. Hardt
D. D. Allen
W. E. Schwartz
George Bell
John Earley

LEG:ds ja

9015

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION — DEPT.

378-6558 — TELEPHONE

TO: MEMO TO THE FILES

DATE: May 31, 1979

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Changes to Portland-Idaho State Line Signing Project
Columbia River and Old Oregon Trail Highways
10 Counties

It is our understanding that changes are being made in both scope and concept in the above-named project. Included in the changes is to be the provision that the contractor supply to the State I-84 route shields for State force installation on other than the existing route of I-80N.

The Traffic Engineering Section is to provide, for inclusion in the project plans and specifications, the sizes and quantity of each size route shields that are to be delivered to each District Engineer for replacement of I-80N route shields off the interstate highway or its ramps.

It will also be necessary for the Traffic Section to provide design information for any interstate route shield sizes other than 24-inch or 36-inch.

WGB:cj

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
L. E. George
Jack Sullivan
W. G. Beard

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STATE HWY ENGR
JUN 1 '79
REFER TO
FOR
Info | Inspect | R/D | D/R | Sign | Act | File

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 25, 1979

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Portland-Idaho State Line
Columbia River and Old Oregon
Trail Highways

TO: MEMO TO THE FILES

The proposed revision of Interstate route numbering from I-80N to I-84 was discussed with Mr. James Pline, Traffic Engineer with the Idaho Transportation Department on Tuesday, May 22nd, and with Mr. James Deaton, District 1 Director of the Utah Department of Transportation on Thursday, May 24th.

Both states intend to accomplish their change over with State Forces. It is anticipated that their work would be accomplished next spring with the intention of having it completed by May 1, 1980. They intend to determine the minimum amount of time required to perform the work and use that to determine their starting time.

Both states have asked that we furnish them with our final plans and specifications and advise them of our intended start and completion dates. They have some flexibility and can coordinate their work to coincide with ours.

DOC:ab
cc: S. S. Hunter
L. E. George
L. K. Watson
W. G. Beard
Jack Sullivan

RECEIVED
TECHNICAL SERVICES
MAY 30 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

GENERAL FILES

1015

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 14, 1979

NOTED
H.S.COULTER

1002-H

RECEIVED
STATE HWY ENGR
FEB 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Stuart B. Hopkins
Supervisor, Research & Compilation
Cartographic Operations Office
National Travel Department
American Automobile Association
8111 Gatehouse Road
Falls Church, Virginia 22042

Dear Mr. Hopkins:

In reply to your letter of February 6, 1979, the route designation of Interstate 8C North will be changed to Interstate 84. Oregon has an agreement with the States of Idaho and Utah that will enable the signing for the entire route to be completed at the same time. The target date for completion of the signing is May 1, 1980.

COPY 51-2
CON
I-82

Oregon is planning on building Interstate 82 from the junction of Interstate 80 North (84) to the Oregon-Washington stateline. The present program tentatively schedules the first contract for award in 1981. The scheduling of future contracts for the project is ur certain.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:cs
bc: H. S. Coulter
John Earley

Form 31-731-8027 (9-77)

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-1(1)00

STATE PROJECT NO. See below

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90053

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-12-78	Interstate 84	Primary 2 & 6

GENERAL LOCATION:
Portland - Idaho State Line

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION — TEC NTE $30,000 F.F. $27,660

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-30-78 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

Swan 12-19

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-12-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9015

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

OCT 23 1978

IN REPLY REFER TO:
HHP-14

THROUGH:
Mr. L. E. Lybecker
Regional Federal Highway
Administrator
Portland, Oregon

Mr. Robert A. Burco
Director, Department of
Transportation
State Transportation Building
Salem, Oregon 97310

Mr. Glen L. Green
Division Administrator
Salem, Oregon

Dear Mr. Burco:

As requested by Mr. Moehring's memorandum of September 19 to Division Administrator G. L. Green, we approve effective this date the renumbering of Interstate Route 80N as Interstate Route 84. The route description is unchanged by this action and remains as follows:

84 - From a junction with Interstate Route 205 near Rocky Butte in the Portland metropolitan area thence easterly via Pendleton to the Oregon-Idaho State line southeast of Ontario.

The AASHTO Route Numbering Committee approved this numbering change on July 6, 1977.

Sincerely yours,

L. P. Lamm
Executive Director

orig to Moehring
cys Hunter
Coulter
Bachman

10-30

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☒ OPE ☒
OCT 30 1978
File: PM FA
LG OP

RECEIVED
DOT OPERATIONS
OCT 30 '78
REFER TO
FOR
Info | Invest | C/D | D/R | Sign | Act | File

RECEIVED
OCT 30 1978
OFFICE
DIRECTOR of TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 19, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM D. H. Moehring, Manager
Office of Project Management

ORIGINAL SIGNED BY
D. H. MOEHRING

SUBJECT Change in Route Designation
FAI Route 80N to FAI Route 84
Ref: FHPM 4.6.7 (Subsections 9 & 10)

We are requesting your approval to change the designation of FAI Route 80N to FAI Route 84. As you know, the change was sanctioned July 1977 by the American Association of State Highway and Transportation Officials as a result of apparent confusion with separate routes bearing the same number but differing in the "N" appearing on the shield.

The Oregon Transportation Commission in October 1977 approved this change in designation. It is anticipated that Oregon will complete the changeover by May 1, 1980 which coincides with the completion date established by the States of Idaho and Utah. It is planned to have a series of public meetings to fully inform the public of the change. The official description for FAI Route 84 will be the same as that shown for FAI Route 80N in Table A of the 1979 Interstate Cost Estimate.

I would appreciate early consideration of this request.

WHT:dmc
cc: F. B. Klaboe
E. S. Hunter
D. E. Swan
W. H. Tebeau

RECEIVED
TECHNICAL SERVICES
SEP 21 '78
REFER TO
FOr
Info | Invest | R/D | D/R | Ign | Ret | File

1015

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: D. H. Moehring, Manager ATTN: D. Swan
Office of Project Management

DATE: August 30, 1978

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
H. S. COULTER

SUBJECT: Signing I80N (I-84)
Columbia River and Old Oregon Trail Highway
Portland-Idaho State Line

COPY
TRA 7-5.10
TRA 7-5

The Transportation Commission recently approved adding the subject project to the Six-Year Program. In addition, to the estimated $340,000 construction cost it is estimated that $60,000 will be required for preliminary engineering to be performed by the State. Would you please program the preliminary engineering with the Federal Highway Administration so that the necessary sign plans can be prepared. The project should be scheduled for the June 28, 1979 contract letting, so that all of the signing work can be completed by the May 1, 1980 target date, as agreed upon by the three states involved.

1002-H

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DKH:cs
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. Earley
C. T. Keasey

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Alt | File

81.125-1307

1015

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: July ~~25~~ 27, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Interstate I-80N (I-84)
Various Counties

The State of Oregon, along with Idaho and Utah, will change the signing on I-80N to I-84 with a target date of completion of May 1, 1980.

The Federal Highway Administration has approved the deletion of I-80N (I-84) from the junction of the Banfield Freeway with I-5 to the proposed Banfield Interchange with I-205.

To sign for these two items and complete the interchange numbers on the route, the State will provide a contract that will consist of three basic items:

(1) Deletion of the I-80N markers west of I-205 and the re-designation of I-80N to I-84 from I-205 to the Idaho State line.

(2) Revision of all existing exit numbers on the route and the installation of all exit numbers that are not in place.

(3) Relocation of all existing milepost markers on the route.

There are two sets of tabulations attached.

The first tabulation titled "Route Shields Required to Re-Number I-80N to I-84" was prepared to show the number and size of various route shields at each interchange. It also shows the non-standard sizes of route shields that will be replaced by State Forces. It is also intended to have State Forces do all work west of I-205 and trailblazers in the various cities along the route. The tabulation was made with information received from a field inventory, by the various District Engineers in the fall of 1977.

The second tabulation titled "Work Required to Complete and Revise Exit Numbers on I-80N (I-84)" was prepared to show the work required under the second basic item. It shows the existing numbers, new numbers and the work required at each sign location. All work under this item will be done by the contractor. No numbers are required on the Banfield Freeway west of I-205 as that section is no longer on the interstate system. This tabulation was made using the sign files and the film log of Highway 2 and 6.

7/ Bud: Please coordinate with our [illegible] section on whatever modifications may be necessary

NOTED
R. KLABOE

No tabulation was made for the item of changing the existing milepost along the route. It has been agreed that we will remove the existing targets from the posts and move them nine miles and reinstall them on the undisturbed posts. This method will not require the pulling and driving of some 740 posts. The new milepost location will be located at the existing milepost location (with a nine mile difference) by a small equation near the west-end of the interstate route. State Forces will make any milepost revisions required on the Banfield Freeway west of I-205.

You will find a replacement work schedule attached. This schedule was prepared in cooperation with the States of Idaho and Utah and should be followed to assure completion of the work on the scheduled date.

This office has prepared a project request to introduce this project into the current Six-Year Program. Attached you will find a copy for your information.

If you desire additional material or information, please contact tnis office.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:cs

Attachments

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring w/attachment
R. N. Bothman "
E. L. Hardt "
D. D. Allen "
W. E. Schwartz "
R. L. Schroeder"
John Earley "
Wm. Tebeau "

RECEIVED
DOT OFFICIALS
JUL 25 '78
REFER TO
FOR

7015

DATE: July 20, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Addition to Six-Year Program, Signing
Columbia River and Old Oregon Trail Highways
Portland-Idaho State Line

copy 7-5-10 Jr.
TRA
Old Cou
TRA 7-5-11

The Federal Highway Administration in Washington, D.C. has issued a directive to revise the Interstate 80 North designation to Interstate 84 with a mandatory compliance date of July 1, 1980. The states involved have agreed upon a completion date of May 1, 1980.

The Highway Division also desired to complete the signing of the exit numbers on this route and correct a nine-mile error in the mileposts on the route that occurred when the Mt. Hood Freeway was deleted.

The cost of doing the work has been estimated at $340,000 and will be financed with Interstate funds. I recommend that you approve adding this project to the current Six-Year Program.

This matter will be on the Consent Calendar at the August 15 meeting.

bc: Robert A. Burco
H. S. Coulter
D. H. Moehring
R. N. Bothman
George Bell
E. L. Hardt
W. E. Schwartz
C. W. Head (w/file)
E. S. Hunter
L. W. Pullen
L. E. George
V. E. Skoog
D. D. Allen

ELS:ds FBK:srb

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: June 8, 1978

A. IDENTIFICATION:

Proposed Section: Portland-Idaho State Line — Region: 1, 4 and 5

Highway: Columbia River and Old Oregon Trail — St. Hwy. No. 2&6 M.P. 0 to M.P. 378.01 Length: 378 mi.

County(s): Various — (Attach Sketch Map)

Recommended Construction Date: Completion date - May 1, 1980 — Proposed 6 YP Present

Method of Doing Work: Contract Partial — St. Force Partial — Other

B. FINANCING

	Section	Year	Funds Available
Postpone ☐		Current 6 YP	
		Recommend	
Cancel ☐		Current 6 YP	
		Recommend	

If not one of the above - Recommended Financing: Interstate

FAI [X], FAP [ ], FAS [ ], ST. CONST. [ ], OTHER [ ]

C. ROADWAY & TRAFFIC

	Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:										
Proposed Facility:										

D. DEFINE THE PROBLEM:

1. A directive has been received from the Federal Highway Administration, Washington, DC, to revise the Interstate 80 North designation to Interstate 84.
2. All mileposts on Interstate 80 North are in error by approximately nine miles due to deletion of the route west of Interstate 205.

E. PROPOSED SOLUTION:

1. To replace all Interstate 80 North route shields with the narrower Interstate 84 route shields.
2. To adjust all mileposts to correct the nine-mile error, to revise the existing exit numbers to be in agreement with the revised mileposts and to complete the installations of exit numbers on the route.

F. REASON FOR REQUEST AT THIS TIME:

To complete by the scheduled completion date of May 1, 1980.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).	
Structures	
Other (Define) Signing ($320,000 by Contract and $20,000 by State Forces)	340,000
Preliminary Engineering (By Whom) State	60,000
TOTAL	$ 400,000

H. REQUESTED BY: x L.E. George
Region Engineer or Section Head

Approval/Disapproval — State Highway Engineer — Date 6/23/78

Approval/Disapproval — Asst. Director for Operations — Date

Oregon Transportation Commission

Approval Date 8-15-78

8-16-78 copy to Swan

Remarks & Action Taken:

Approve - Transmit to Commission

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative acti .
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

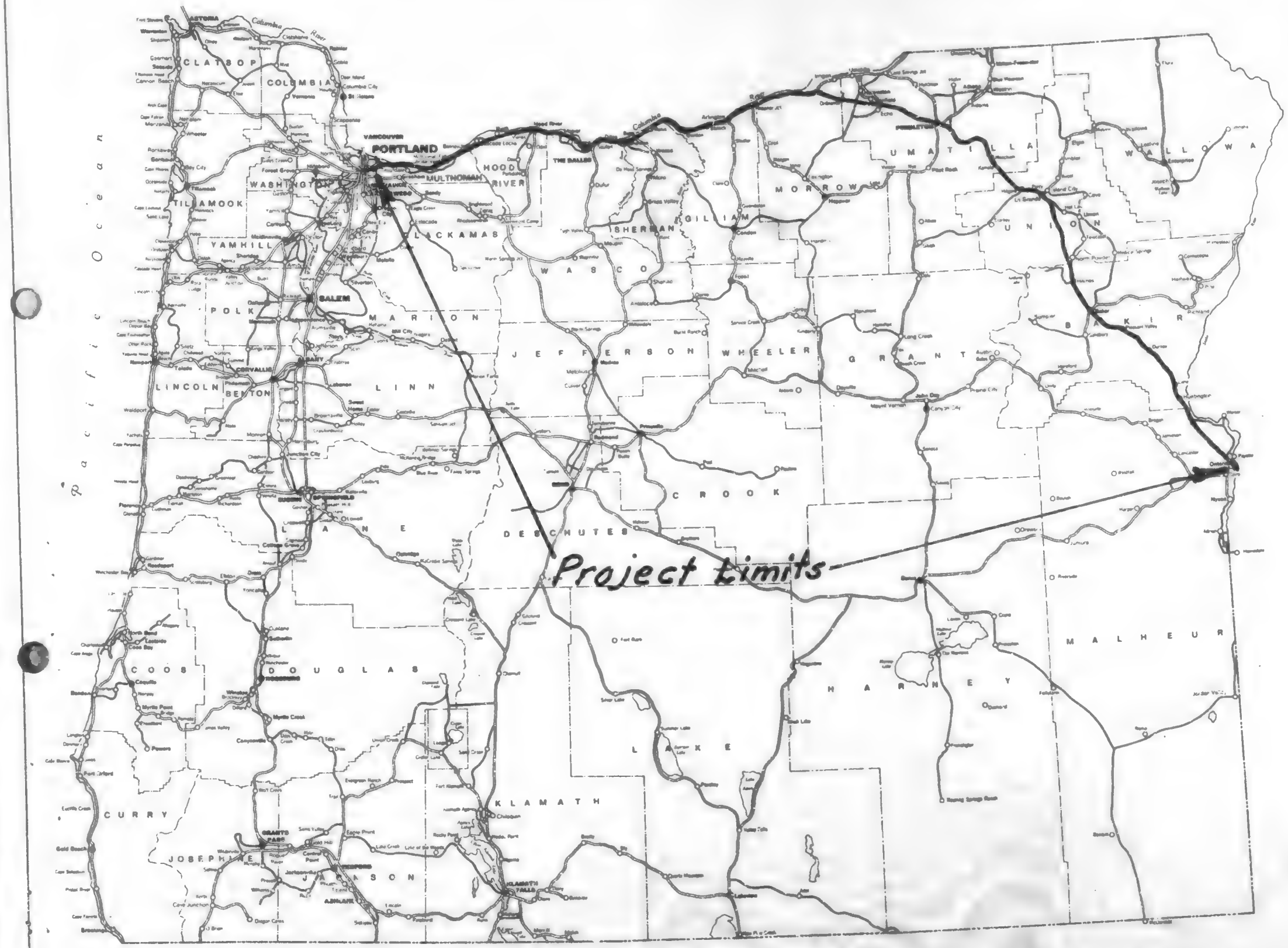
E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:


Project Limits
ASTORIA
CLATSOP
COLUMBIA
VANCOUVER
PORTLAND
MULTNOMAH
WASHINGTON
HOOD RIVER
THE DALLES
MORROW
UMATILLA
WALLOWA
TILLAMOOK
YAMHILL
CLACKAMAS
SHERMAN
GILLIAM
WASCO
UNION
POLK
SALEM
MARION
BAKER
JEFFERSON
WHEELER
GRANT
LINCOLN
BENTON
LINN
CROOK
DESCHUTES
LANE
COOS
DOUGLAS
HARNEY
MALHEUR
LAKE
KLAMATH
CURRY
JOSEPHINE
JACKSON

Bring Up. May 30th

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 16, 1978

TO: E. S. Hunter
Technical Services Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signing
Columbia River and Old Oregon
Trail Highways
Interstate 205 to Idaho

We are planning to let a contract that is to be completed in the spring of 1980 to change the route shields on the above highways from Interstate 80 North to Interstate 84. The estimated cost to change route shields is $130,000.

There are several other items of signing on this route that need revising and if all items were grouped into one contract, the State would realize large savings.

1. Mileposts: The Mt. Hood Freeway route has been deleted and to meet the requirements of the Manual on Uniform Traffic Control Devices, it is necessary to change the mileposts so M.P. 0 would be located at the beginning of Interstate 84 at Interstate 205. This could be accomplished by having a 0.3 mile equation at existing M.P. 9, and reinstalling the existing M.P. signs nine miles to the east of their present locations. The estimated cost is $20,000.

2. Existing Exit Numbers: We will have to change all exit numbers that are currently installed in the field. All existing numbers are removable legend and could be changed without damage to the legend or sign face. The estimated cost is $30,000.

3. Interchanges without Exit Numbers: There are 24 interchanges that do not have exit numbers. This would be an excellent opportunity to complete the exit numbering on Interstate 84. The estimated cost is $100,000.

I am requesting permission to schedule these items into one interstate funded contract that would be completed in the spring of 1980. The total estimated cost for the project is $280,000.

L. E. George
Traffic Engineer Supervisor

5-30-78
Bud
Ok's proceed to program the project as outlined above.
Ed

RECEIVED
TECHNICAL SERVICES
MAY 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ELS:DKH:rah

cc: F. B. Klaboe
H. S. Coulter
John Earley

81-125-1367

STATE OF OREGON

INTER OFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

FROM: L. E. George
Traffic Engineer Supervisor

DATE: May 16, 1978

SUBJECT: Signing
Columbia River and Old Oregon Trail Highways
Interstate 205 to Idaho

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Copy TRA 7-5-10 Old Trail TRA 7-5-

We are planning to let a contract that is to be completed in the spring of 1980 to change the route shields on the above highways from Interstate 80 North to Interstate 84. The estimated cost to change route shields is $130,000.

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I am requesting permission to schedule these items into one interstate funded contract that would be completed in the spring of 1980. The total estimated cost for the project is $280,000.

L. E. George
Traffic Engineer Supervisor

ELS:DKH:rah

cc: F. B. Klaboe
H. S. Coulter
John Earley

1-128-1387

9015

January 5, 1978

Mr. E. Dean Tisdale
State Highway Administrator
Idaho Division of Highways
P. O. Box 7129
Boise, Idaho 83707

Mr. William B. Hurley, Director
Utah Department of Transportation
State Office Building
Salt Lake City, Utah 84114

Gentlemen:

We have completed our preliminary planning for what we believe would be an appropriate schedule of events for conversion of Interstate 80 North to I-84 by May 1980. I am enclosing a time schedule of major events that are necessary in Oregon to successfully complete the re-numbering of the route.

The most important item involves public and business contacts that are necessary to enable businesses in the tourist industry to convert their various advertising devices that use the route number. Station-ery, tour books and brochures are examples of these types of devices. The process will continue substantially through 1978, during which all sectors of the affected businesses and other public agencies, in-cluding the interested Chambers of Commerce, will be contacted and advised of the schedule for the changeover.

The contract portion of the work is timed such that all parties that might be involved will be able to use remaining supplies of advertis-ing literature and reorder using the new route number at the beginning of 1979. This is the normal time of the year that the tourist indus-try replenishes supplies of this type. The schedule will provide am-ple time for businesses to prepare for the 1980 tourist season.

The extended construction period is such that the contractor in Oregon will be able to obtain material and make the necessary revisions through the mountain sections prior to the beginning of the snow season. Work on the remainder of the route can usually be completed at any time of the year.

In an earlier conversation with Dean Tisdale, I mentioned that our Pub-lic Affairs Office had done considerable research in compiling a list

of agencies and companies that would be interested in receiving information on the route number change. I am enclosing a copy of this list which may save your personnel considerable time in researching the same information.

I would appreciate your comments on the suggested changeover date of May 1, 1980, as we plan to begin notifying the tourist industry as soon as the three states agree on a date.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

Encs.

bc R. A. Burco
C. W. Head
Jack Sollis
R. L. Schroeder
L. E. George
D. N. Harwell
C. M. Williams
George Bell
E. S. Hunter
H. S. Coulter
R. N. Bothman
J. H. Versteeg
V. E. Skoog
E. L. Hardt
W. E. Schwartz

LEG:ds/ESH:ja

cc: M. J. Rhodes, AASHTO
Oregon Transportation Commission

WORK SCHEDULE

for

I-80N to I-84 CONVERSION

Nov. 15, 1977
Jan. 1, 1978
Nov. 1, 1978
Jan. 1, 1979
May 1, 1979
July 1, 1979
July 15, 1979
March 30, 1980
May 1, 1980

Field Inventory of Signs	XXXX									
Public and Business Contacts		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX								
Prepare Contract Plans and Specifications and Program				XXXXXXXXXXXXXXXX						
Bidding Process					XXXXX					
Contract Duration							XXXXXXXXXXXXXXXXXX			

Contract Completion Date

3 States Uncover Route Shields

List of groups and organizations to be notified by Oregon Department of Transportation in an effort to reduce confusion on the redesignation of Interstate 80N to Interstate 84.

News Media
City Officials
County Officials
State Officials
Federal Officials
Chambers of Commerce
Travel Info Centres
Rest Areas
Intrepretive Centers
Information Centers
Travel Associations
Travel Publications
Motel Chains
Motel Publications
Food Chains
Cartography Services
Oregon Gasoline Dealers Association
Gas Companies
Ski Associations
Boat Associations
Resort Associations
Trailer Associations
Motor Home Associations
Freight Associations
Camping Associations
Camping Clubs (Good Sam, etc.)

Form FHWA 121 (Rev. 5-73) 9015

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 15, 1977

In reply refer to: HA-OR/520.6

SUBJECT: Interstate Route Designation
Change of I-80N to I-84

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

In response to a request from Mr. C. Head, we have been advised that FHWA does not undertake public notification in the case of a route number change. This is considered a responsibility of the State, and the methods used are discretionary.

With your Commission's recent concurrence in the proposed I-80N redesignation, the formal requests for the Administrator's approval should be initiated. The procedure for this action is specified in FHPM 4-6-7 particularly subsections 9 & 10.

for G. L. Green

cc:
C. Head, Comm Serv, ODOT

cy Bud George 11-21-77

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NOV 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

11-17

RECEIVED
DOT OPERATIONS
NOV 16 '77
REFER TO Engineering
FOR
Info | Invest | R/D | D/R | Sign | File

cc Hunter

9015

L. E. George
Traffic Engineer

November 14, 1977

E. S. Hunter
Technical Services Engineer

Please refer to page 2207 of the Commission Meeting Minutes for October 18, 1977.

You will notice that the Commission approved the redesignation of I-80N to I-84, effective July 1, 1980.

It is necessary to carefully coordinate this changeover with local government, private enterprise and the States of Utah and Nevada. John Earley has done some research into how the local government and private enterprise coordination could be accomplished.

Since it will be necessary to hold public information meetings to fully inform the businesses of the route change, and since they need considerable lead time in which to effect a change of their advertising, a complete and carefully designed work plan should now be laid out which will clear the way for the completion of a contract for the sign change order in advance of the 1980 vacation season. Please get together with John Earley and develop a detailed work plan to accomplish these objectives and provide me with a rough draft (which I can send to Utah and Nevada) outlining our work plan and requesting their concurrence and agreement, with a completion date prior to the vacation season of 1980.

ESH:ja

cc F. B. Klaboe

STATE OF OREGON

INTER-OFFICE MEMO

TO: W. W. Geibel, District 2-A Engineer
M. D. Payne, District 2-B Engineer
H. E. Woodward, District 2-C Engineer
R. S. Hawkins, District 9 Engineer
H. W. Oswald, District 12 Engineer
C. K. Ansell, District 13 Engineer
C. D. Hiatt, District 14 Engineer

DATE: November 7, 1977

FROM: L. E. George
Traffic Engineer Supervisor

NOTED
E. S. HUNTER

SUBJECT: Interstate 80 North Route Shield Inventory

As you have read in past correspondence, the route number for Interstate 80 North will be changed to Interstate 84. Oregon has set a target date of July 1, 1980 for the completion of the work.

Traffic Engineering will tabulate the number and sizes of route shields required, make a cost estimate, obtain Federal Highway Administration approval and formulate a work plan so the project will be completed on the scheduled date.

We need your help to inventory all route shields that are located in the field. This includes all route shields on the freeway, the ramp terminals, all junction signs and all shields located on other highways and streets. Those located on other highways and streets will include shields on guide signs, as well as all trailblazers.

We have attached "as constructed" sign plans for all interchanges in your district. Please verify the location and size (width and height) of all route shields. The size of the shields are very important because there are a variety of sizes in the field due to the different standards used throughout the years. The new shields will be a standard shape and will be 24" x 24" or 36" x 36". The new size of shield may cause adjustments in the shield assemblies in many locations.

Also, where the Interstate shield is mounted in an assembly with an ORE or US shield, we need verification of the size and type of the ORE and US shield. Please confirm whether the shield is cutout to the shape of the shield or is screened on a square or rectangle panel.

Please note on the plans any shields that are located in the field and not shown on the plans. Also note any shields shown on the plans and not installed in the field.

We do not have "as constructed" plans for signing beyond the ramp terminals. For these Interstate shields, we are including city maps. Please mark on the maps all locations where an Interstate 80 North shield is located. A drawing or picture should be included for each Interstate 80 North shield to show the sign layout and shield size.

We would like to inventory completed and returned to this office by January 1, 1978. Please attempt to have all information to me by that date so we can continue with our planning.

In order to keep our records up-to-date, I would appreciate information on any route shield revisions made after your inventory is made. If this is

done, we will have accurate records when it is time to install the new shields.

If you need any clarification on the work to be done or need any additional maps or drawings, please do not hesitate to call this office.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:ds
Attachment

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
R. L. Schroeder
E. L. Hardt
C. M. Williams
W. E. Schwartz
F. T. Lacey
R. W. Kuenzli

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TECHNICAL SERVICES
NOV 8 '77
REFER TO
FOR
Info | Issue | R/D | D/R | Init | Ret | File

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sea323 7558
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Anchor

GENERAL NEWS

NUMBERING SYSTEM

Channel 6 10/21/77 5:41

Returning to local transportation news, if recent changes along Interstate 80 North have you confused, prepare yourself for another change. This one won't affect the flow of traffic, though, what it will do is change the thoroughfares' designation. The State Department of Transportation agreed this week to go along with Idaho and Utah to change the system's number from I 80 North to I 84. From Portland to Salt Lake City, the freeway is I 80 North; at that point it joins I 80, the direct route from San Francisco to Salt Lake City. Utah claims that confuses too many motorists. US Department of Transportation agrees, and wants to drop the directional designation which remains on only five or six national highways, and to change the numerical designation as well.

Oregon Highway Division administrator, Fred Claybcugh said the change will cost at least $127,000 just for the sign, but he says federal funds should pay for that. In addition, he contends businesses along the freeway using I 80 North on signs, business forms or mailing addresses will have to spend money to adapt to that change. The cost of those changes has not been estimated yet. Claybough's office is working on that. To allow the businesses to make the transition as cheaply as possible, Claybough wants the changes to go into effect in July, 1980. Utah, however, wants it to take effect this coming July. Oregon officials think they can prevail in their request.

0/324/2136g

# # # # #

9015

October 19, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation
State Office Building
Salt Lake City, Utah 84114

Dear Blaine:

Mr. Adair of your Department has requested information from our Traffic Engineer as to Oregon's proposed time schedule for revising the route signing of Interstate 80 North to Interstate 84. The Oregon Transportation Commission, at their meeting on October 18, 1977, approved the change, subject to wide public participation, effective July 1, 1980.

Oregon has a major number of businesses located along this interstate route that will be affected by the change. It is our intention to hold a series of public meetings on this matter. The route change will impose a considerable economic burden on the various businesses involved. The public meetings are necessary to fully inform these businesses and to assist in whatever way might be possible.

The target date of the summer of 1978 for the route change mentioned in Mr. Adair's letter is much too rapid for the problems involved in Oregon. The longer time period will provide the various businesses, particularly the motorist service type of business, an opportunity to use existing supplies of maps, advertising brochures, et cetera, without the necessity of scrapping this material with its consequent economic loss.

I am instructing our Traffic Section to begin preparation for implementation on the July 1, 1980 date. They will contact your people directly.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

cc: Darrell V. Manning
H. J. Rhodes, AASHTO
J. O. Adair

bc: C. W. Head
E. S. Hunter
R. L. Schroeder
V. E. Skoog
E. L. Hardt
Robert A. Burco
Jack Sollis
J. H. Versteeg
George Bell
C. M. Williams
H. S. Coulter
R. N. Bothman
L. E. George
Don Harwell
W. E. Schwartz

LEG:ds srb

TRANSPORTATION COMMISSION

R. LAVAUN COX
CHAIRMAN
WAYNE S. WINTERS
VICE CHAIRMAN
CLEM H. CHURCH
SAMUEL J. TAYLOR
CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

Director
Blaine J. Kay, P.E.

Assistant Director
C.V. Anderson, P.E.

UTAH DEPARTMENT OF TRANSPORTATION

State Office Building
Salt Lake City, Utah 84114
September 27, 1977

Mr. L. E. George, Traffic Engineer
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. George:

The attached AASHTO letter, dated July 12, 1977, to the Directors of Transportation for Oregon, Idaho, and Utah, has indicated the change of I-80N to I-84. The sign changes are to take place before July 1, 1980.

The UDOT is interested in making their sign changes in the summer of 1978, but we felt that this should be a combined effort of the three States to accomplish the changes at approximately the same time.

If you have a different time schedule, or a reason why it should not be as mentioned, please inform us so that we can coordinate this effort.

Very truly yours,

J. O. Adair, P.E.
Chief, Roadway Design

Attachment

RECEIVED
SEP 30 1977
TRAFFIC ENGINEERING

7015

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

September 12, 1977

NOTED
E. S. HUNTER

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Redesignation of Interstate 80 North to Interstate 84

Your letter of August 23 requested information concerning the renumbering of Interstate 80 North to Interstate 84.

Using various records that are available in our office, we have estimated there are 481 24" route shields and 245 36" route shields that will need to be replaced. Due to route shields being added by the sign crews from time to time and trailblazer signs on City streets, these figures may prove to be low when an accurate field inventory is taken.

As you are aware, Interstate 80 North and US30 run commonly for nearly the entire length of the Interstate route in Oregon. At 362 locations, Interstate and US shields, along with the cardinal directions and arrows, are attached to the post with special sign brackets. If the new Interstate 84 shields, which are narrower than the Interstate 80 North shields, were installed on the existing frames, the assemblies would be off-center of the support posts and the various members of the assemblies would be poorly spaced. Rather than attempt to revise the welded frames in the field, I recommend that new frames be fabricated and installed.

The attached estimate of costs shows that the renumbering of the route will cost approximately $127,000. According to conversations that I have had with the Federal Highway Administration, this work will be eligible for Interstate funds.

I recommend that the work be accomplished by contract. I think the Federal Highway Administration would be reluctant to approve a project of this size using State Forces.

I would like to schedule the work so it is completed by January 1, 1980. This will give ample time to program the work, complete the engineering work and some extra time in case the contractor is delayed.

RECEIVED
TECHNICAL SERVICES
SEP 13 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Mail | File

L. E. George
Traffic Engineer

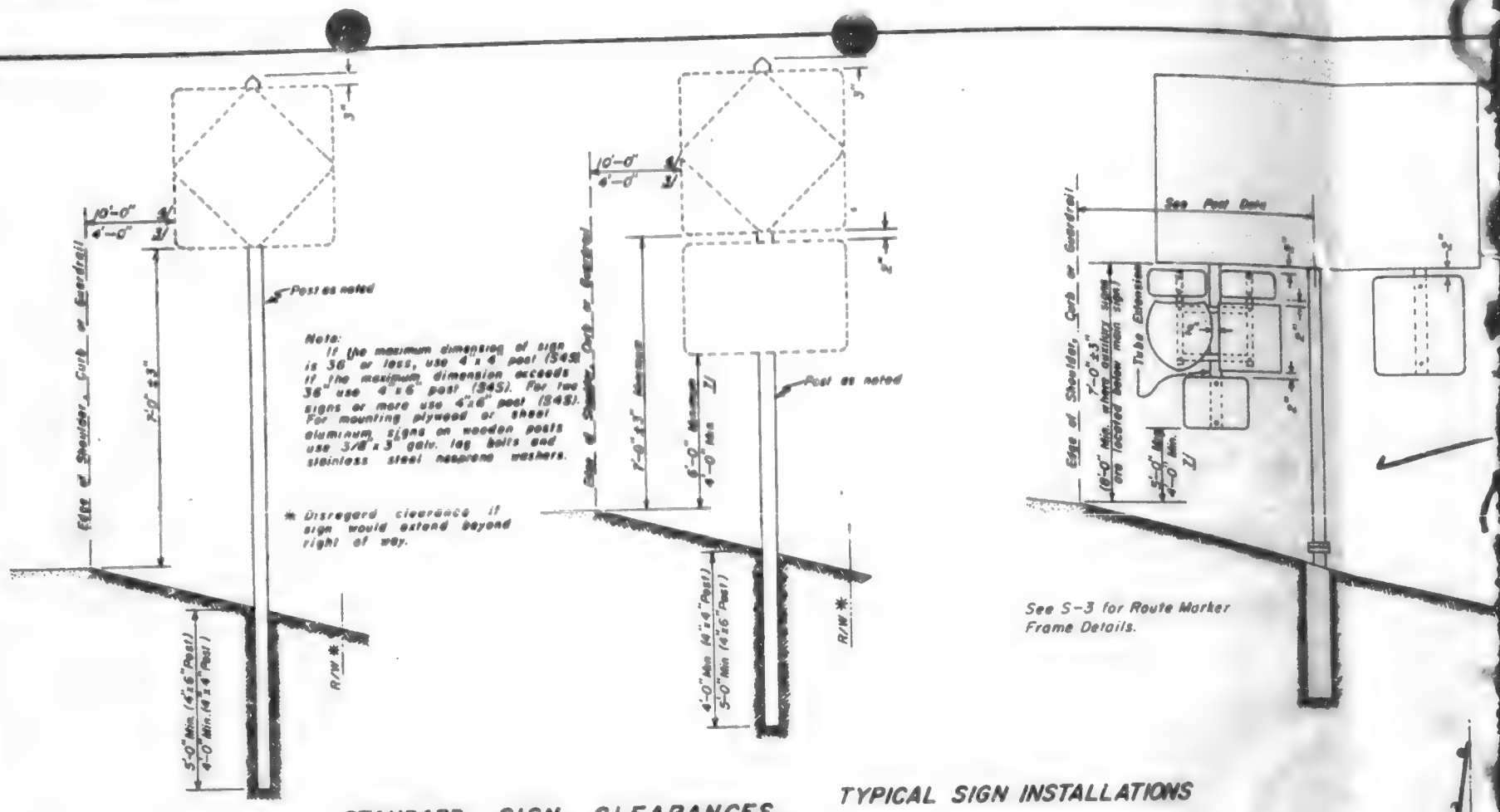
ELS:ds
Attachment

cc: F. B. Klaboe

Dyo. Imo. to Headline

ESTIMATED COSTS TO RENUMBER INTERSTATE 80 NORTH

2,025 square feet of 36" x 36" Interstate Route Shields in place at $10.00 per square foot	$ 20,250.00
1,924 square feet of 24" x 24" Interstate Route Shields in place at $10.00 per square foot	19,240.00
Fabricate and install 362 Route Marker Frames at $25.00	9,050.00
Revision of Oregon Trail Interpretive Centers 32 display revisions	3,000.00
Temporary protection and direction of traffic	50,000.00
Subtotal	$101,540.00
Engineering and Contingencies (25%)	25,385.00
TOTAL	$126,925.00


Edge of Shoulder, Curb or Guardrail
10'-0"
4'-0"
3/
3"
Post as noted
2'-0"±3"
Note:
If the maximum dimension of sign is 36" or less, use 4"x4" post (S4S). If the maximum dimension exceeds 36" use 4"x6" post (S4S). For two signs or more use 4"x6" post (S4S). For mounting plywood or sheet aluminum signs on wooden posts use 3/8"x3" galv. lag bolts and stainless steel neoprene washers.
* Disregard clearance if sign would extend beyond right of way.
5'-0" Min (4"x6" Post)
4'-0" Min (4"x4" Post)
R/W *
4'-0" Min (4"x4" Post)
5'-0" Min (4"x6" Post)
See Post Data
Tube Dimension
(6'-0" Min. where auxiliary signs are located below main sign)
5'-0" Min
4'-0" Min
1/
2"

TYPICAL SIGN INSTALLATIONS

See S-3 for Route Marker Frame Details.

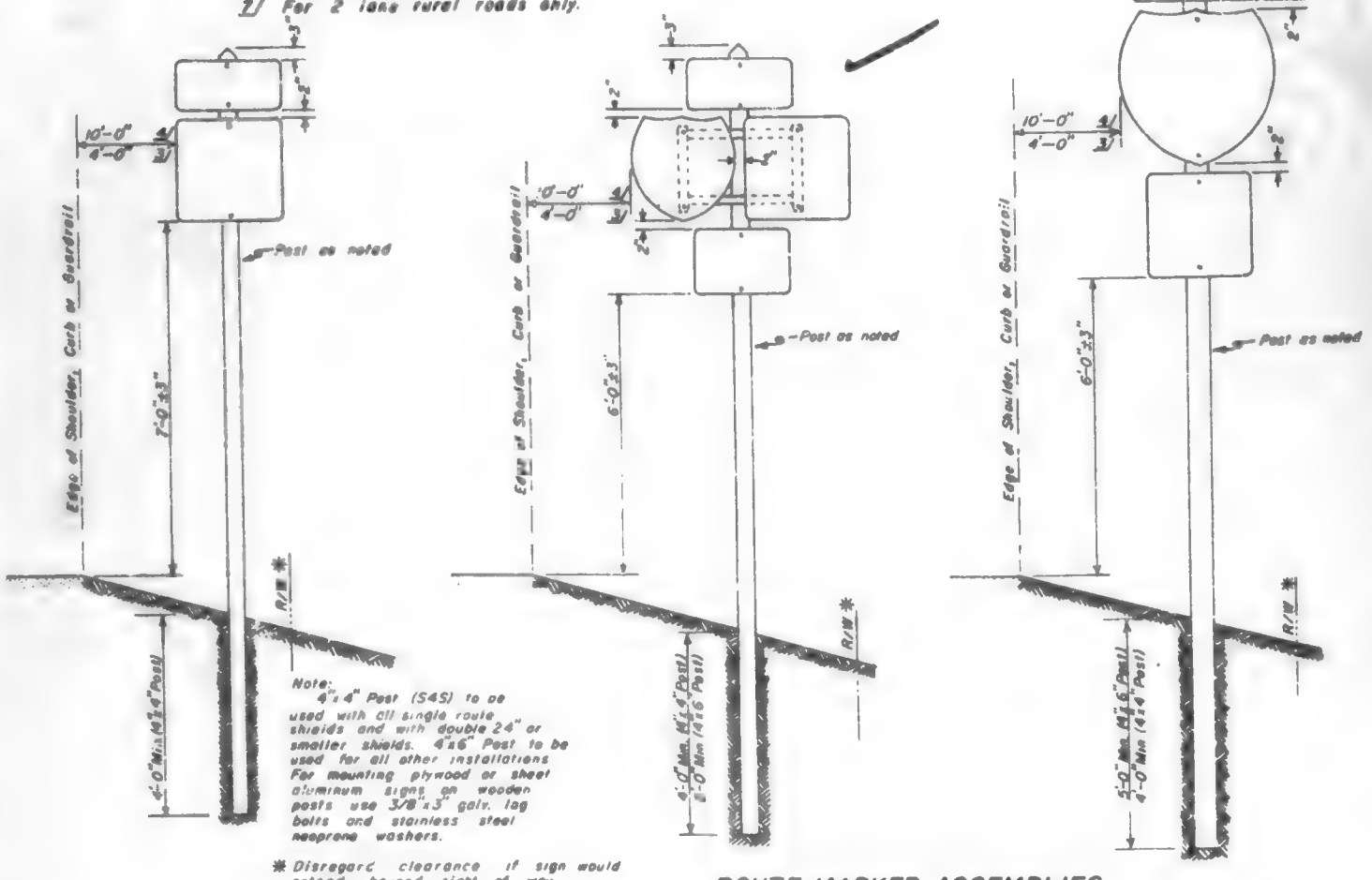
STANDARD SIGN CLEARANCES

TO BE USED IF NO CLEARANCE IS INDICATED IN POST DATA

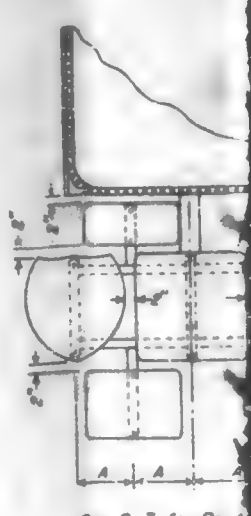
TYPE SIGN	BEHIND GUARDRAIL 3/	NOT BEHIND GUARDRAIL
Route Shields	4'-0"	10'-0" 4/
Control Signs 6/	4'-0"	10'-0" 4/
Guide Signs 1/	4'-0"	30'-0" 5/
Guide Signs 2/	4'-0"	20'-0" 5/

1/ Signs on main highway.
2/ Signs at ramp terminal.
3/ Distance from edge of sign to face of guardrail.
4/ Distance from edge of sign to curb or edge of shoulder.
5/ Distance from center of nearest post to curb or edge of shoulder.
6/ "STOP" signs shall always be installed at 6'-0" clearance, if not behind guardrail.
7/ For 2 lane rural roads only.

Note: In order to develop the maximum moment resistance of the 4"x6" wood post, the 6" dimension is to be at right angles to the sign.

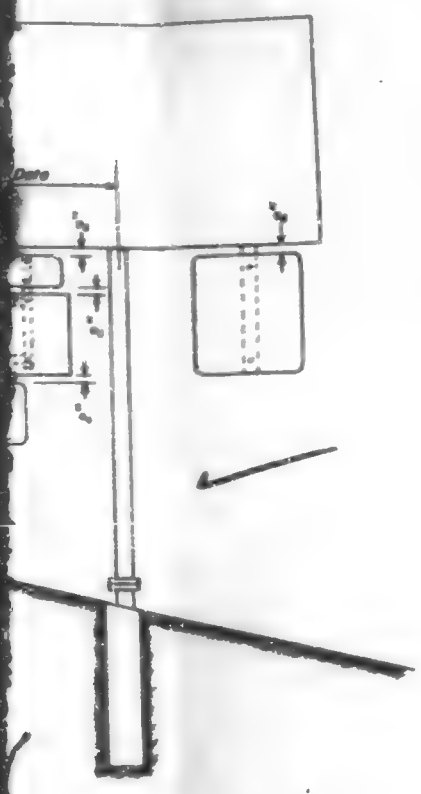

Edge of Shoulder, Curb or Guardrail
10'-0"
4'-0"
3/
3"
2"
Post as noted
2'-0"±3"
6'-0"±3"
Note:
4"x4" Post (S4S) to be used with all single route shields and with double 24" or smaller shields. 4"x6" Post to be used for all other installations. For mounting plywood or sheet aluminum signs on wooden posts use 3/8"x3" galv. lag bolts and stainless steel neoprene washers.
* Disregard clearance if sign would extend beyond right of way.
4'-0" Min (4"x6" Post)
5'-0" Min (4"x4" Post)
R/W *

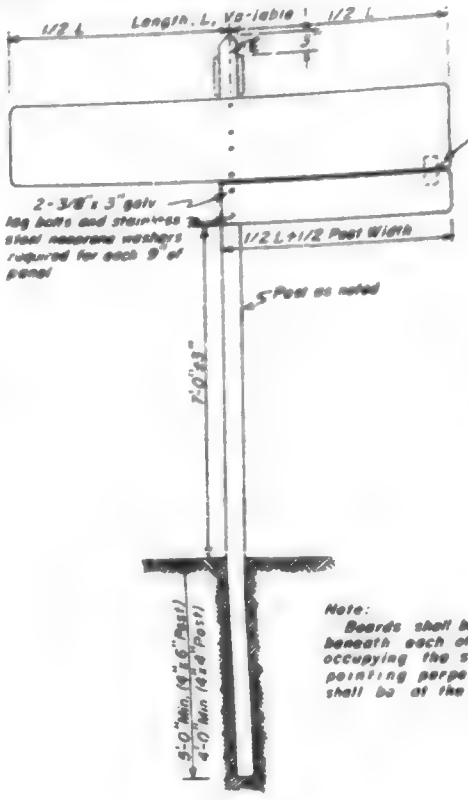
ROUTE MARKER ASSEMBLIES



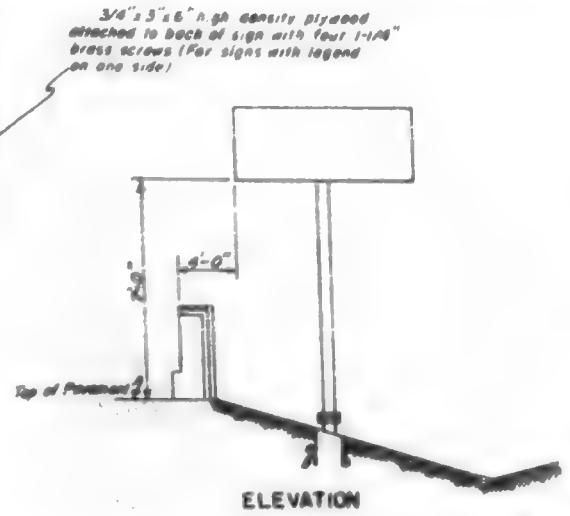
SIGN PL

See S-3 for Rout Frame Details.

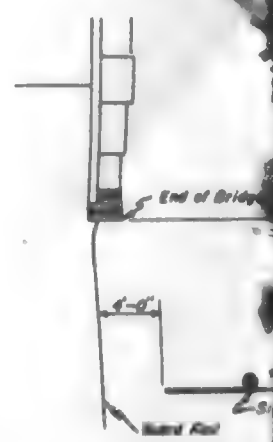



1/2 L
Length, L, Variable
1/2 L
3/4" x 3" x 6" high density plywood attached to back of sign with four 1-1/4" brass screws (For signs with legend on one side)
2-3/8" x 3" galv lag bolts and stainless steel neoprene washers required for each 9' of panel
1/2 L+1/2 Post Width
5" Post as noted
7'-0"±3"
3'-0" Min. (4"x6" Post)
4'-0" Min. (4"x4" Post)

Note:
Boards shall be mounted immediately beneath each other, with no two boards occupying the same elevation. Boards pointing perpendicular to the roadway shall be at the top of the post.

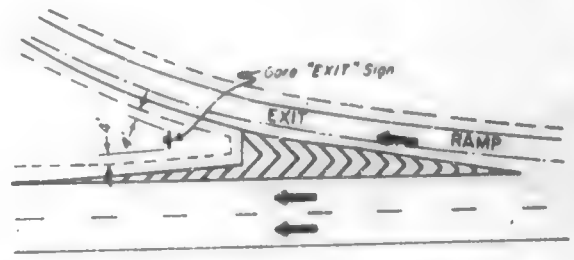


ELEVATION

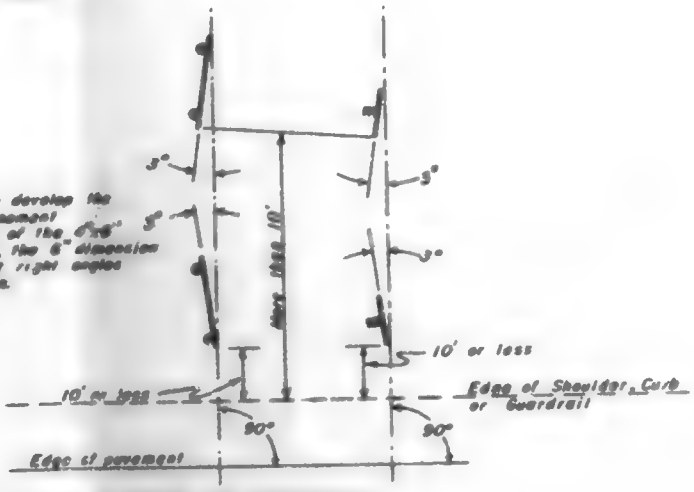


PLAN

SIGN LOCATION FOR FREEWAY OVERCROSSING



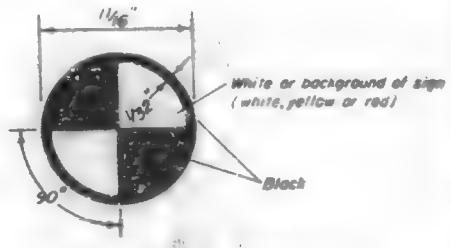
TYPICAL "EXIT" SIGN INSTALLATION


In order to develop the maximum moment resistance of the "I" sign post, the 6" dimension is to be at right angles to the sign.
5"
10' or less
10' or less
Edge of Shoulder, Curb or Guardrail
90°
90°
Edge of pavement

SIGN PLACEMENT

TYPE	SIGN	BACKGROUND	LEGEND
A	Aluminum Panels	Green color coat	Reflectorized White remo
AA	Aluminum Panels	Green reflectorized sheeting	Reflectorized White remo
B	Aluminum Panels	Blue color coat	Reflectorized White remo
BB	Aluminum Panels	Blue reflectorized sheeting	Reflectorized White remo
C	Sheet Aluminum or Plywood	White reflectorized sheeting	Non-reflectorized Black
D	Sheet Aluminum or Plywood	Yellow reflectorized sheeting	Non-reflectorized Black
E	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Red transparent paste	Reflectorized White scre
F	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Red and Blue transparent paste	Reflectorized White scre
G	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Blue transparent paste	Reflectorized White scre
M	Sheet Aluminum	White reflectorized sheeting overlaid with Red and Blue transparent paste	Reflectorized White scre
P	Plywood	Green Acrylic overlay	Reflectorized White Cut
Q	Plywood	Blue Acrylic overlay	Reflectorized White Cut
R	Sheet Aluminum	White reflectorized sheeting	Non-reflectorized Black
T	Sheet Aluminum or Plywood	White reflectorized sheeting	Transparent Red screen
U	Plywood	Green reflectorized sheeting	Reflectorized White Cut
V	Plywood	Blue reflectorized sheeting	Reflectorized White Cut
CC	Sheet Aluminum or Plywood	White non-reflectorized sheeting	Non-reflectorized Black
DD	Sheet Aluminum or Plywood	Yellow non-reflectorized sheeting	Non-reflectorized Black
O	Sheet Aluminum or Plywood	Orange reflectorized sheeting	Non-reflectorized Black
H	Sheet Aluminum or Plywood	White reflectorized sheeting	Screened non-reflectorized with a reflectorized continuous diagonal stripe laid with Red transparent paste
I	Sheet Aluminum or Plywood	Yellow reflectorized sheeting (The center circle shall be part of background)	Screened non-reflectorized and reflectorized overlaid with Red transparent paste
EE	Sheet Aluminum or Plywood	Silver-white encapsulated reflective sheeting overlaid with Red transparent paste.	Encapsulated reflectorized white screened.
EEE	Sheet Aluminum or Plywood	White reflectorized sheeting (Color triangle is part of legend)	Screened Red transparent

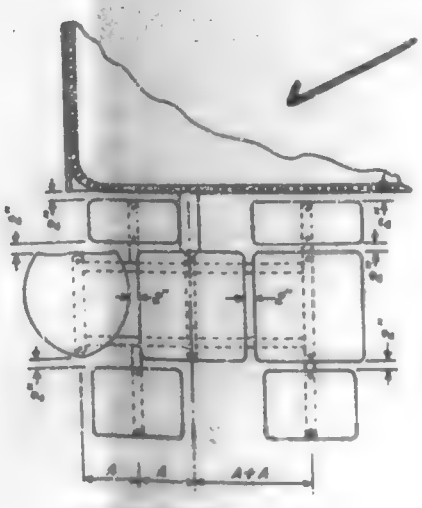
MATERIAL DESCRIPTION



SIGN IDENTIFICATION MARKER

Note:
Sign identification markers shall be located on the face and approximately 1/2" inside the border on all regulatory and warning signs. The marker shall be located in the lower left hand corner on all square and rectangular signs and centered on the bottom of the sign on all other shapes (diamond, round, octagon, etc.).

The marker may be applied by any method desired. The application process shall be in conformance with industry standards and last the life of the sign.



See S-3 for Route Marker Frame Details.

Note:
Signing details shown on this sheet are intended to convey "typical" conditions only. Individual locations may require installation different from those shown.

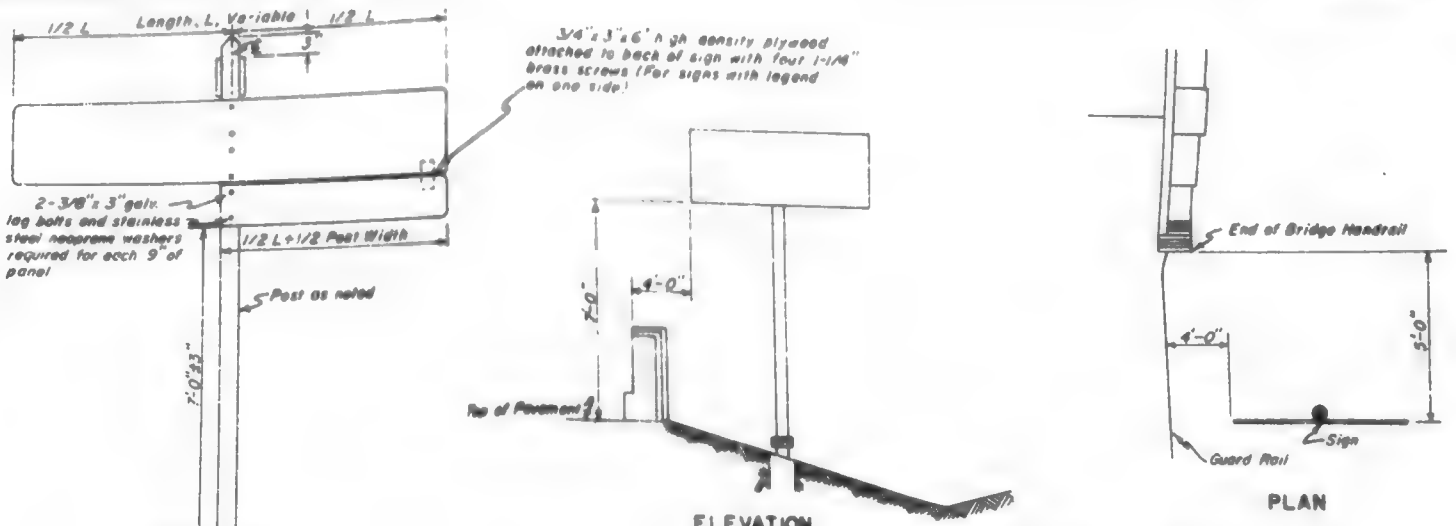
DATE	INITIAL	REVISION
9/72		Added Type "EE"
2/74		Removed Arrow Detail.
2/74		Added Type "EEE" Signs
2/74		Revised "EXIT" Sign Locations
5/74		Added "typical conditions" note.
7/74		Revised Type "C" "D" "H" "I" & "EEE" Signs
9/74		Revised Type "C" "D" "H" "I" & "EEE" Signs
8/75		Added Sign Identification Marker

APPROVED: _____
TRAFFIC ENGINEER

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING S

STANDARD
SIGNING DETA
INSTALLAT

DATE JUNE, 1972

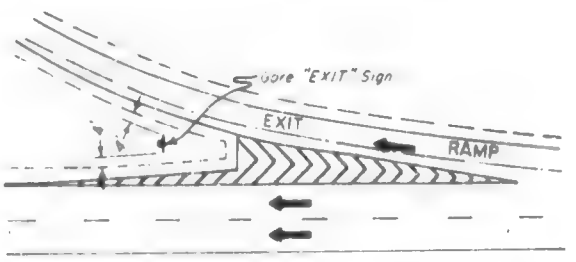

1/2 L
Length, L, Variable
1/2 L
3"
3/4" x 3" x 6' high density plywood attached to back of sign with four 1-1/4" brass screws (For signs with legend on one side)
2-3/8" x 3" galv. lag bolts and stainless steel neoprene washers required for each 9" of panel
1/2 L+1/2 Post Width
Post as noted
7'-0"±3"
5'-0" Min (4"x6" Post)
4'-0" Min (4x4 Post)
Top of Pavement
7'-0"
4'-0"
End of Bridge Handrail
4'-0"
5'-0"
Sign
Guard Rail

ELEVATION

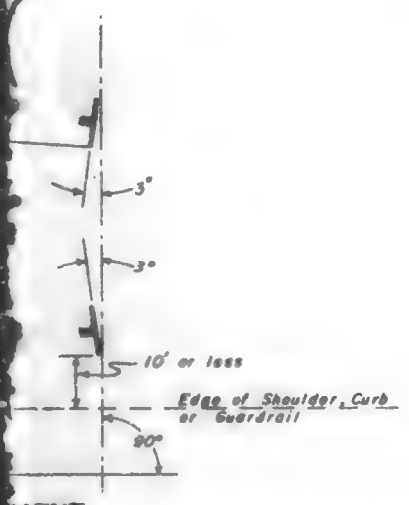
PLAN

SIGN LOCATION FOR FREEWAY OVERCROSSING

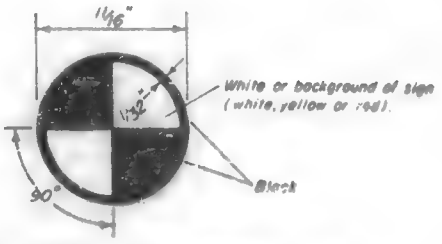
Note:
Boards shall be mounted immediately beneath each other, with no two boards occupying the same elevation. Boards pointing perpendicular to the roadway shall be at the top of the post.



TYPICAL "EXIT" SIGN INSTALLATION



MENT



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The marker may be applied by any method desired. The application process shall be in conformance with industry standards and last the life of the sign.

TYPE	SIGN	BACKGROUND	LEGEND
A	Aluminum Panels	Green color coat	Reflectorized White removable
AA	Aluminum Panels	Green reflectorized sheeting	Reflectorized White removable
B	Aluminum Panels	Blue color coat	Reflectorized White removable
BB	Aluminum Panels	Blue reflectorized sheeting	Reflectorized White removable
C	Sheet Aluminum or Plywood	White reflectorized sheeting	Non-reflectorized Black screened
D	Sheet Aluminum or Plywood	Yellow reflectorized sheeting	Non-reflectorized Black screened
E	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Red transparent paste	Reflectorized White screened
F	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Red and Blue transpar. paste	Reflectorized White screened
G	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Blue transparent paste	Reflectorized White screened
M	Sheet Aluminum	White reflectorized sheeting overlaid with Red and Blue transpar. paste	Reflectorized White screened
P	Plywood	Green Acrylic overlay	Reflectorized White Cut Out
Q	Plywood	Blue Acrylic overlay	Reflectorized White Cut Out
R	Sheet Aluminum	White reflectorized sheeting	Non-reflectorized Black screened
S	Sheet Aluminum or Plywood	White reflectorized sheeting	Transparent Red screened
U	Plywood	Green reflectorized sheeting	Reflectorized White Cut Out
V	Plywood	Blue reflectorized sheeting	Reflectorized White Cut Out
CC	Sheet Aluminum or Plywood	White non-reflectorized sheeting	Non-reflectorized Black screened
DD	Sheet Aluminum or Plywood	Yellow non-reflectorized sheeting	Non-reflectorized Black screened
O	Sheet Aluminum or Plywood	Orange reflectorized sheeting	Non-reflectorized Black screened
H	Sheet Aluminum or Plywood	White reflectorized sheeting	Screened non-reflectorized Black with a reflectorized circle and continuous diagonal bar overlaid with Red transparent paste
I	Sheet Aluminum or Plywood	Yellow reflectorized sheeting (The center circle shall be part of background)	Screened non-reflectorized Black and reflectorized circles overlaid with Red and Green transparent paste
EE	Sheet Aluminum or Plywood	Silver-white encapsulated reflective sheeting overlaid with Red transparent paste.	Encapsulated reflectorized Silver-white screened.
EEE	Sheet Aluminum or Plywood	White reflectorized sheeting (Outer triangle is part of legend)	Screened Red transparent paste

MATERIAL DESCRIPTION

Note:
Signing details shown on this sheet are intended to convey "typical" conditions only. Individual locations may require installation different from those shown.

DATE	INITIAL	REVISION
9/72	[illegible]	Added Type "EE"
2/74	[illegible]	Removed Arrow Detail
2/74	[illegible]	Added Type "EEE" Signs
2/74	[illegible]	Revised "EXIT" Sign Locations
5/74	[illegible]	Added "typical conditions" note
7/74	[illegible]	Revised Type "C", "D", "H", "I", & "EEE" Signs
9/74	[illegible]	Revised Type "C", "D", "H", "I", & "EEE" Signs
8/75	[illegible]	Added Sign Identification Marker

APPROVED [signature]
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD SIGNING DETAILS INSTALLATION

DATE June, 1972

T.E.S. DWG NO. S-1

Bud George
Traffic Engineer

August 23, 1977

E. S. Hunter
Technical Services Engineer

Redesignation of I-80N to I-84

The attached notification from the AASHTO office indicates that I-80N will be redesignated as I-84 and sign changes will have to be completed not later than July 1, 1980.

It appears that Oregon, Utah, and Idaho will need to agree on a completion date for the signing change-over.

Certain material will be necessary before we enter into discussions with the other states. This information should include, but not be limited to, the following:

1. A list of signs needing changes, complete with the change needed and an estimate of cost.

2. A schedule for the change-over.

3. Your recommendation as to how the work should be accomplished (contract or state forces).

4. A determination as to whether the change-over is eligible for Federal Aid (preferably, Interstate funds).

Please have this information ready by the tenth of September.

ESH:ja

Attachment

cc F. B. Klaboe

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

HENRIK E. STAFSETH, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone: (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later then July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

RECEIVED
TECHNICAL SERVICES
AUG 1977
REFER TO
FOR
Info | Invest. | R/D | O/R | Sign | Act | File

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

RECEIVED
OFFICE
DIRECTOR OF

1015

July 5, 1977

Mr. Richard A. Ward, Chairman
AASHTO Route Numbering Committee
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Mr. Ward:

On June 22, H. J. Rhodes, Deputy Director of AASHTO, wrote to you concerning route numbering changes that would inolve Interstate 80 North in Oregon, Idaho and Utah.

Mr. Rhodes' letter stated that the normal sign life of interstate route shields is six years and that the three years to the changeover date would be one-half the signs' normal life. We have many signs throughout the state on this route which have been in place 10 to 15 years that are still in excellent shape and do not need replacing. A route shield is not the type of sign that can be revised on a location-to-location basis during maintenance operations. To avoid route confusion, all signs would have to be replaced simultaneously.

A pre-set target date as suggested would help to reduce income loss for those businesses that need to change addresses in their advertising but would not reduce the actual cost of revising the advertising. I cannot understand how a pre-set target date would help the problems involved with the necessary route shield changes.

It should also be mentioned that Washington is not alone in the involvement with I-82. That route also exists in Oregon. We share some of the concerns expressed by Washington officials.

The ideas expressed to Mr. Stafseth in my May 24 letter are still valid concerns in Oregon. As indicated in that letter, the Oregon Transportation Commission does not favor removal of the I-80N route shields from Oregon. There are some 377 miles of this route that would be affected in Oregon, as compared to 286 miles in Idaho and 118 miles in Utah. The financial impact of sign changes would be far greater for Oregon than for Idaho or Utah.

Contrary to the statement in Mr. Rhodes' letter, it is our understanding that Federal participation for changing these route numbers may be questionable. In any case, a substantial expenditure of State funds would be required that we find extremely difficult to justify and which the public would not accept.

I seriously urge that the AASHTO Route Numbering Committee defer action on this matter.

Sincerely,

F. B. Klaboe
Chief of Operations

cc: W. A. Bulley, Washington Highway Department
H. J. Rhodes, AASHTO

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. E. George

LEG:rah srb

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Dixy Lee Ray - Governor
W. A. Bulley - Director

June 24, 1977

cy: Klose
Bullens
6-27
Bm

Mr. H. J. Rhodes, Deputy Director
American Association of State Highway
and Transportation Officials
444 North Capitol Street N.W., Suite 225
Washington, D. C. 20001

Dear Joe: Renumbering I-80N

Your recent telephone call suggested that in order to eliminate the cardinal designation, I-80N be renumbered to I-82. That would require existing I-82 to, in turn, be renumbered to I-84 or I-86.

As I indicated to Mr. Stafseth by telephone, changing the designation of I-82 would be extremely difficult at this time due to the tremendous interest that has been developed over the project in eastern Washington and the signing that exists, together with the advertising and notoriety that has taken place regarding the highway. It would also seem to us more efficient to change the number of only one Interstate highway rather than two. I, therefore, question why I-80N should not be designated as I-86 and leave I-82 and I-182 as they currently exist.

I realize there is a very short segment of I-86 in Connecticut and in Boston, but I cannot see that that would cause any big problems. You may recall in addition to the I-405 eastside by-pass of Seattle, there is also a separate short section as a by-pass of Portland that is designated I-405. If I-80N were redesignated as I-86 or even I-84, it would not seem there would be any greater problems than if existing I-82 were designated as I-84 or I-86.

To change the designation of two highways in order to accommodate the desire to change one appears to be doubly troublesome. I would be hopeful that I-80N could be designated as either I-84 or I-86 and leave I-82 and I-182 as they exist.

I would appreciate being advised regarding your recommendation to the Executive Committee prior to its being made.

Sincerely,

W. A. BULLEY
Director of Highways

RECEIVED
JUN 27 1977
OFFICE
DIRECTOR of TRANSPORTATION

WAB:eg

cc: Russell Albert
Robert A. Burco

Howard Sorensen, Chairman — A. H. Parker — Virginia K. Gamby — Julia Butler Hansen — Lorna Ream — Lee Clarkson

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

HENRIK E. STAFSETH, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone: (202) 624-5800

June 22, 1977

copy: Klaboe
Rubion
6-27

Mr. Richard A. Ward, Chairman
AASHTO Route Numbering Committee
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

Dear Mr. Ward:

This is to report on the meeting which I had with Alex Zbitnoff, James Pline, and David Kennison, Traffic Engineers respectively of Montana, Idaho, and Utah; also, Don Ryan of the Federal Highway Administration, on Monday, June 20th to discuss several controversial route number changes in the Pacific Northwest and to see if some suggestions could be presented to the Route Numbering Committee for the resolution of these difficulities at their meeting in Lake of the Ozarks.

The most controversial of these changes involves the route numbering of I-80N in Utah, Oregon, and Idaho, with both Utah and Idaho supporting a change to eliminate the cardinal direction number per instructions from the AASHTO Executive Committee dating back to 1972. Oregon has continously opposed this change, and a copy of the most recent letter from Mr. Fred Klaboe, State Highway Engineer of Oregon, is attached herewith. The State of Washington initially supported the change, but now concurs with Oregon that no change should be made.

We recommend that I-80N be renumbered as I-82 with the numbering change not to take place until July 1st, 1980, in order to allow private interests to convert their advertising and to allow normal deterioration of existing signs to occur to at least one-half of the sign's normal life, which would have to be replaced anyway. The renumbering of the route should be eligible for Federal interstate participation, which in Oregon would represent about 92 percent. If the July 1st, 1980 date does not appear agreeable to the State of Oregon, then possibly another date, which they would suggest, could be adopted.

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The change would necessitate the changing of the number of I-82 in the State of Washington. It is recommended that this change also take place at a date suitable for the State of Washington, but no later then July 1st, 1980, and that the new numbers, I-86 and I-186, be utilized.

The State of Idaho currently has an application before you for the renumbering of I-15W as I-84. It is recommended that this change be approved; effective immediately. The change on I-80N and I-15W will eliminate confusing signing situations in Idaho, where at one interchange I-15W runs east and I-80N runs south.

Also before you is a recommendation for further change in the western terminus of U.S. 10 in Idaho and Montana. The Committee had previously granted a change in the western terminus of U.S. 10 so that it now ends at the intersection of U.S. 95 Alternate at Wolf Lodge Bay. If Idaho's application for the elimination of U.S. 95 Alternate is approved, then the U.S. 10 terminus will not be at another interstate or U.S. route.

There are two short sections of I-90 that are not complete in Montana from the Idaho State Line to the intersection of U.S. 93 near Missoula. It is recommended that the Committee approve the elimination of U.S. 10 to the intersection of U.S. 93, with the understanding that the existing U.S. 10 signs may remain in place where construction of I-90 is not complete, until such time as these sections are open to traffic, which is estimated to be sometime in 1979. It is also recommended that I-90 trailblazers be used to guide through traffic between completed section of I-90.

Idaho has also requested the elimination of U.S. 191. It is recommended that no action be taken on this request until such time as I-15 is complete in Montana, and at that time U.S. 91 be renumbered from its present location, overlapping I-15, to the present corridor of U.S. 191.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw
Attachments

cc: Members of the AASHTO Route Numbering Committee
Mr. Darrell Manning, Director, Idaho Transportation Dept.
Mr. Robert Burco, Director, Oregon D.O.T.
Mr. Jack Beckert, Administrator, Division of Engr., Montana
Mr. Bill Bulley, Director, Washington Dept. of Highways

RECEIVED
JUN 27 1977
OFFICE
DIRECTOR of TRANSPORTATION

STATE OF MONTANA

DEPARTMENT OF HIGHWAYS

June 10, 1977

0026:JWH

H.J. Rhodes, Deputy Director
American Association of State Highway Transportation Officials
444 N. Capital Street N.W. Suite 225
Washington, D.C. 20001

Dear Mr. Rhodes:

This letter is in response to your April 29, 1977 inquiry concerning U.S. 10, U.S. 91 and U.S. 191 as routed through the State of Montana. We wish to apologize for not responding more promptly, however, we preferred to have the matter before our May Highway Commission meeting before preparing a response to you.

After due consideration by our Highway Commission they have decided not to delete U.S. 10 or U.S. 91 at this time. Since the Interstate System in the State of Montana is in various stages of completion their decision was to wait until more sections of I-90 were complete throughout the State before deleting the U.S. 10 designation. In regards to U.S. 91, as it is coincident with I-15, the same reasoning applies, they wish to retain the U.S. 91 designation for reconsideration at a later date when I-15 construction is more complete.

In regards to the U.S. 191 designation the Highway Commission also declined to take any action on removing this designation at this time.

Should you desire any further consideration or comments on any of the proposals please advise.

Very truly yours,

H.J. ANDERSON
Director of Highways

By James W. Hahn, Chief
Planning and Research Bureau

JWH:cv
cc: E. Dean Tisdale
Dick Ward
Jack R. Beckert

TRANSPORTATION COMMISSION

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CHARLES E. WARD

RONALD A. FERNLEY
SECRETARY

Committee

Director
Blaine J. Kay, P.E.

Assistant Director
C.V. Anderson, P.E.

UTAH DEPARTMENT OF TRANSPORTATION

State Office Building
Salt Lake City, Utah 84114

May 3, 1977

H. J. Rhodes, Deputy Director
American Association of State Highway
and Transportation Officials
444 North Capitol Street, N.W.
Suite 225
Washington, D.C. 20001

Subject: I-80N and I-15W

Dear Mr. Rhodes:

Utah strongly supports the redesignation of I-80N and I-15W to eliminate the use of the cardinal direction initials in the present route numbers. In 1975 we were contacted by Idaho Officials and gave our support to renumbering I-80N as I-82 and I-15W as I-84.

It is unfortunate that the proposals were not adopted at that time as we are just now publishing our new road maps and they will carry the old designations and will not be reprinted for two more years. Despite this fact we would still support the number changes. While I-82 would seem the most appropriate number for I-80N, it is immaterial to us what number in the 80 series is used. We would suggest that an 80 series number also be used for I-15W rather than I-215 as noted in your letter. We have used I-215 for our Belt Route in Salt Lake City and there could be confusion should that number also appear on a through route in Idaho.

Mr. David L. Kennison will represent Utah at the meeting of the Traffic Engineering Committee in Portland, Maine, and will be able to meet with you and represenatatives of other States to arrive at a decision on this matter.

Very truly yours,

Blaine J. Kay, P.E.
Director for Transportation

905

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA

June 28, 1977

copy to Rhodes
7-1-77

Mr. Richard A. Ward, Chairman
AASHTO Route Numbering Committee
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

Dear Mr. Ward:

I read with interest Mr. H. J. Rhodes' letter to you dated June 22, recommending the elimination of U.S. #10 from the Idaho state line to the intersection of U.S. 93 with the understanding that the existing U.S. #10 signs remain in place where the construction of I-90 is not complete, and further, there was an understanding that the estimated completion of I-90 to a four-lane section would be sometime in 1979. This time estimate needs clarification.

The Montana Department of Highways has approximately 20 miles of new four lane and approximately 16 miles of additional two lanes that have yet to be designed, right of way acquired, and the contracts let before the Interstate will be completed between U.S. 93 and the Idaho line.

Much of this work involves individual contracts for grading, structure work, bridge decking, roadway surfacing, etc., therefore, portions of the total work will be under contract at separate intervals. However, we don't feel that the referenced section of Interstate 90 will be completed much before 1982 at the very earliest and considering that funding allocations will be commensurate with the expected workload. It would seem then that U.S. #10 roadway will be in use for quite a few years beyond 1979. If you have any questions in this regard, please contact me.

Sincerely,

H. J. ANDERSON
Director of Highways

By Jack R. Beckert
Jack R. Beckert, P.E.
Admin. - Engineering Division

JRB:nl
cc H. J. Rhodes
Darrell Manning, Idaho D.O.T.
Robert Burco, Oregon D.O.T.
Bill Bulley, Washington D.O.T.

NOTED
F. B. KIN

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1977
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DIRECTOR of TRANSPORTATION

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905

May 24, 1977

Mr. Henrik E. Stafseth, Executive Director
American Association of State Highway
and Transportation Officials
444 N. Capitol Street, N.W., Suite 225
Washington, D.C. 20001

Dear Mr. Stafseth:

Your April 25 letter requested further consideration by Oregon for the possible elimination of the Interstate 80 North route number in Oregon, Idaho and Utah. This matter was presented to the Oregon Transportation Commission on May 17 and the Commission declined to approve the removal of the Interstate 80 North route from Oregon.

As indicated in past correspondence to Joe Rhodes, Highway Division financial considerations are one reason we do not wish to change the route number. Recent inflationary and budgetary considerations make this an even more important reason.

Adverse public criticism on an expenditure of this type would be a distinct possibility in Oregon. I am sure you realize the motorist service industry, particularly motels and restaurants, have much advertising and many publications keyed to the Interstate 80 North route number. A change in routes would result in a loss of direct revenue because the route change would not coincide with existing advertising. It would also create additional expense through changes required to correct the route number in advertising literature.

We are sorry we cannot present a more positive answer to you concerning this matter but we believe these concerns are serious enough to warrant this course of action on the proposed route change. Because of this action, we will not be represented at the Traffic Engineering Committee meeting in Maine June 20-21.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: C. W. Head
E. S. Hunter
L. E. George
W. E. Schwartz
Robert A. Burco
R. L. Schroeder
E. L. Hardt
Jack Sollis
H. S. Coulter
R. N. Bothman
Carl Williams
George Bell

LEG:rah srb

905

OREGON DEPARTMENT OF TRANSPORTATION

OFFICE OF PUBLIC AFFAIRS
SALEM, 97310

FOR ADDITIONAL INFORMATION CONTACT: John J. Earley
378-6546

May 17, 1977

77-110-S
FOR RELEASE AT OREGON TRANSPORTATION COMMISSION MEETING

The Oregon Transportation Commission agreed to notifying the American Association of State Highway and Transportation Officials that it did not approve of a suggested renumbering of Interstate 80 North.

For the past several years, Utah, Idaho and Oregon have considered the possibility of renumbering the highway based on a policy of AASHTO calling for the elimination of the cardinal direction in Interstate route numbers.

Idaho and Utah have favored the route number change because it solves certain route numbering problems within their states. Among reasons Oregon objects to the change are cost. In 1975, the cost of changing the route shields was $70,000, while today that figure is estimated to be $100,000.

In addition, many businesses and cities through which I-80N passes or comes close to have considerable advertising keyed to the route number. Tourist books, business letterheads, and other items of advertising use the I-80N designation.

Also, with the current distressed financial situation of Oregon's Department of Transportation, the expenditure of gas funds for what to the public might appear to be nonessential work could elicit public criticism.

# # # #

- 905

DATE: May 4, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Renumbering of Interstate 80 North

For the past several years, Utah, Idaho and Oregon have considered the possibility of renumbering Interstate 80 North. The reasoning behind the possible change was based on a policy of the American Association of State Highway and Transportation Officials calling for the elimination of the cardinal direction in Interstate route numbers. The most recent correspondence concerning this matter originated from H. J. Rhodes, Deputy Director of the American Association of State Highway and Transportation Officials.

From the beginning, Idaho and, particularly, Utah have favored the route number change because it solves certain route numbering problems within their states. We have been reluctant to consider such a change for several reasons. In 1975, the cost estimate to change all the Interstate 80 North route shields was $70,000. Today's cost for the same work is estimated to be $100,000.

A second reason for not changing the route number in Oregon is that many businesses and cities through which I-80N passes or comes close to have considerable advertising keyed into the route number. Tourist books, business letterhead and other items of advertising use the I-80N designation. Expense would be incurred by businesses having to change the route number in their advertising and some loss of revenue would be realized because of the changed route numbers, particularly in the tourist service industries.

Another factor to consider is our current distressed financial picture and the possible public criticism we would receive for the expenditure of gas tax funds for what might appear to the public as nonessential work.

I recommend, with your approval, that the State advise the American Association of State Highway and Transportation Officials that we cannot approve the suggested route change.

This matter will be on the May 17 Commission meeting agenda for your consideration.

bc: C. W. Head
E. S. Hunter
L. E. George
George Bell
Don Harwell
R. A. Burco
R. L. Schroeder
V. E. Skoog
Carl Williams
H. S. Coulter
R. N. Bothman
Ed Hardt
W. E. Schwartz

LEG:ds
rb

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department

HENRIK E. STAFSETH, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone: (202) 624-5800

April 25, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

For several years now the policy adopted by the Association for the numbering of the interstate system has called for the elimination of cardinal direction in interstate route numbers.

In 1973 a study to eliminate cardinal initials was prepared by the AASHTO Traffic Committee. One of the few unresolved items from that 1973 study involves the elimination of I-80N and I-15W. The recommendation made by the Committee at that time was that I-80N be renumbered as I-86 and I-15W be renumbered as I-215.

The AASHTO Traffic Engineering Committee will be meeting in Portland, Maine on June 20th and 21st, and, if possible, I would like to have the opportunity to meet with your traffic engineers at that time to discuss further the proposed changes hoping that something could be resolved in time to make a recommendation to the Route Numbering Committee and the Executive Committee at their meeting on July 7th, 1977.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. Dick Ward, Chairman
U.S. Route Numbering Committee

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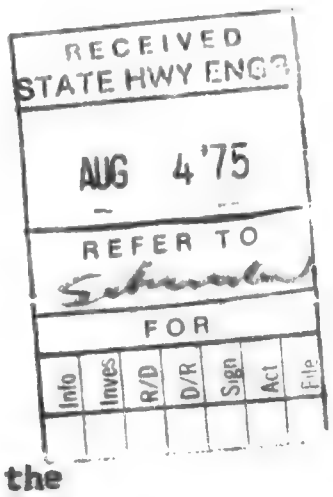
341 NATIONAL PRESS BUILDING
WASHINGTON, D. C. 20004

COPY

July 31, 1975



Mr. George H. Andrews
Director of Highways
Department of Highways
Highway Administration Building
Olympia, Washington 98504

Dear George:

In reply to your letter of July 28 concerning the proposed change in numbering of I-80N, as you know the Policy Committee has adopted the policy of recommending that cardinal initials be eliminated from interstate numbering as soon as possible and that no new routes be so designated. To the best of my knowledge, there has not been any consideration given to changing I-82 in Washington.

It has been proposed by a committee appointed by the Traffic Engineering Committee at the request of the Executive Committee and the Federal Highway Administration that the I-80N designation be changed to I-86. It is presumed that the I-82 and the I-182 numbers would not be affected except for an interchange sign at the intersection of I-82 and I-80N.

As you know, Idaho has initiated requests for the changing of I-80N and this has been supported by the State of Utah. Oregon, at the present time, prefers not to redesignate this route. However, it is my hope that Messrs. Klaboe, Tisdale, and Kay can meet with representatives of the Route Numbering Committee at the Annual Meeting to discuss this problem.

Sincerely yours,

H. J. Rhodes
Deputy Director

cc Bud Geoce 8-8-75

cc: Mr. F. B. Klaboe
Mr. E. Dean Tisdale
Mr. Blaine J. Kay

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WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Daniel J. Evans - Governor
G.H. Andrews - Director

July 28, 1975

Mr. H. J. Rhodes, Deputy Director
American Association of State Highway
and Transportation Officials
341 National Press Building
Washington, D. C. 20004

NOTED
E. S. HUNTER

Dear Joe: Interstate Route Numbering

You will note I received a copy of Fred Klaboe's letter to you of July 23rd. My only comment in addition to what Fred has said is that any change on I-80N could affect the numbering of I-82, the major portion of which is in the State of Washington.

We would be reluctant at this time to change the number of I-82 for much the same reasons as explained in Fred Klaboe's letter. Obviously, however, the numbering of I-82 will hinge largely on what finally happens to I-80N. If I-80N is to remain as designated, at least for the present time, I see no purpose whatsoever in changing the numbering of I-82 and its spur, I-182 going into the Tri-Cities area.

Sincerely,

G. H. ANDREWS
Director of Highways

CHA:ng

cc: Fred Klaboe

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NOTED
F. B. KLABOE

Baker Ferguson, Chairman — Walla Walla
A. H. Parker — Bremerton
Howard Sorensen — Ellensburg
Virginia K. Gunby — Seattle
Julia Butler Hansen — Cathlamet
Harold L. Boulac — Secretary

1015

July 23, 1975

Mr. H. J. Rhodes, Deputy Director
American Association of State Highway
and Transportation Officials
341 National Press Building
Washington, D.C. 20004

Dear Mr. Rhodes:

You are aware of Oregon's position concerning the re-numbering of Interstate Route 80N which I expressed in my June 17 letter to E. D. Tisdale, State Highway Administrator, Idaho Department of Transportation. Oregon agrees that if there is any confusion in the minds of the motorists concerning the marking of a route, a change should be implemented. In Oregon, however, we have had no complaints by motorists in regard to the marking of Interstate 80N. It would appear to us that the physical separation between I-80 and I-80N is sufficient to mitigate the problem. Inasmuch as I-80N is completed in Oregon (approximately 370 miles), its route number has been used by many of our tourist-oriented businesses, as well as local motorists, for many years. Because of this, we believe the magnitude of a change would be much greater in our state. So great, in fact, we are hesitant to make a change without substantial data warranting action and the involvement of local citizens through the public hearing process.

I also believe it would be premature at this time to make such a major revision. It's my opinion additional changes will ultimately be necessary in the Interstate route numbering system--in Oregon and in other states. At such time as the system is more nearly complete, all necessary revisions should be made simultaneously.

This opinion is based on the indications that many sections of the Interstate System may never be constructed. This certainly may warrant major changes in the numbering system. In Oregon, with the transfer of funds for a section of I-80N in Portland to other modes, it may be advisable for us to re-number I-205 to I-5. I am certain that other such renumbering may be necessary.

Inasmuch as I-82 has not been constructed in Oregon, I would have no objections to the immediate re-numbering of this route--providing such action has the full approval of the State of Washington. Sections of I-82 have been completed within that state.

If I can answer any further questions concerning Oregon's position in this matter, please let me know.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: E. D. Tisdale
G. H. Andrews

bc: E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
D. H. Moehring

RLS:ab srb

STATE OF IDAHO

CECIL D. ANDRUS
GOVERNOR

IDAHO TRANSPORTATION BOARD
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LLOYD F. BARRON - VICE CHAIRMAN
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DARRELL V MANNING
DIRECTOR

DIVISION OF HIGHWAYS
E.D. TISDALE, P.E., ADMINISTRATOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129
BOISE, IDAHO 83707

8 July 1975

Mr. H. J. Rhodes
Deputy Director
American Association of State
Highway and Transportation Officials
341 National Press Building
Washington, D. C. 20004

Dear Mr. Rhodes:

The State of Idaho took the initiative to revise the cardinal direction Interstate Routes, I-80N and I-15W, as requested in your letter of May 6, 1975. I have attached the responses that we received from each State. Please note that neither Oregon nor Washington share the interest of Idaho and Utah on the route revision.

It is Idaho's position that any further delay will result in more miles of Interstate completion that must be changed, plus the route designation (I-80N) will become more firmly entrenched in operations of the public, business and advertising media. If the cardinal route designation is to be changed, the States are overdue on action for good public relations.

It appears that the AASHTO Route Numbering Committee and AASHTO Executive Board need to become involved to resolve this issue between the several States.

To clarify one question contained in Mr. Klaboe's letter, it was not our intent that the I-84 designation for existing I-15W should overlap I-82 in Idaho and Oregon. Also, as noted by Utah, there is a short segment of I-84 on the East coast. We do not believe that intermittent designations would necessarily weigh against an I-84 designation in Idaho, but if there is some concern then the route designation in Idaho could be I-86.

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Office of
Assistant State Highway Engineer

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7-15

NOTED
R. L. SCHROEDER

STATE OF IDAHO - TRANSPORTATION DEPARTMENT

Since Route I-15W is contained totally within Idaho, a request for redesignation will be submitted for action by AASHTO this fall. If there is some thought on other appropriate designations besides I-84, please let us know so consideration can be given.

Sincerely,

E. D. Tisdale

E. D. TISDALE, P.E.
State Highway Administrator

Attachments

c: Mr. F. B. Klaboe
Mr. Blaine J. Kay
Mr. G. H. Andrews

9-11

DIRECTOR
BLAINE J. KAY

STATE HIGHWAY ENGINEER
C. V. ANDERSON

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

June 23, 1975

E. D. Tisdale, P.E.
State Highway Administrator
Transportation Department
Division of Highways
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

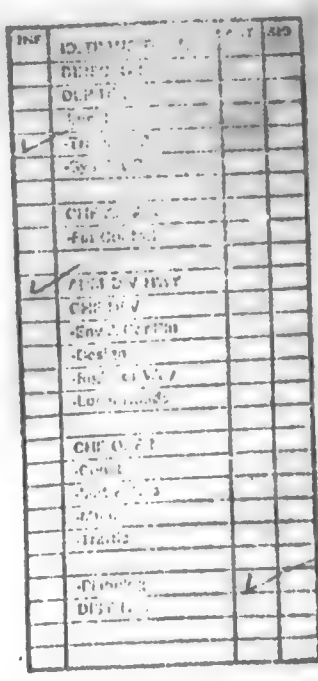
Reference is made to your letter of May 22, 1975, concerning the redesignation of Interstate Route 80N in the States of Utah, Idaho and Oregon.

We have reviewed your proposals for renumbering Interstate Route 80N and would have no objection to changing the route number to I-82. When you have completed all arrangements with other States please let us know and we will submit an application to AASHO supporting the change.

We note that there may be some problems with the I-84 designation as that route number is assigned to a short segment of highway in the east.

Very truly yours,

Blaine J. Kay, P.E.
Director of Highways



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WASHINGTON STATE
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DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6005

Daniel J. Evans - Governor
G.H. Andrews - Director

3-1

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June 9, 1975

Mr. E. D. Tisdale
State Highway Administrator
Division of Highways
Idaho Department of Transportation
Post Office Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

Your desire to comply with the current AASHTO policy for marking routes comprising the Interstate system is understandable and commendable. It is unfortunate that divided routes have evolved as the Interstate system developed.

Since in some states such as Idaho, this has occurred with divided routes ending up with cardinal direction designations, I would agree with the AASHTO policy and you that they should ultimately be eliminated. It is my opinion, however, since they do not appear to be causing the users any appreciable problems, that it would probably be better to wait until the completion of the Interstate program and then make the changes as required nationwide on a one time basis. To do it on a piecemeal basis would cause undue hardship for those agencies responsible for developing atlases and maps, and could cause economic hardship on commercial firms who have made investments in brochures, stationery and so forth, based on the present highway signing. Also, the various highway agencies could be faced with extensive route marker and sign replacement costs, not only once but possibly two or more times.

I have taken the liberty to touch base with Oregon since the impact of your proposal on that state would be much more significant than on Washington, and find that they concur in my position.

Sincerely,

NOTED F. B. KLABOE

G. H. ANDREWS
Director of Highways

GHA:bt

cc: F. B. Klaboe
J. H. Rhodes

Copy To George 6-12-75

Baker Ferguson, Chairman
Walla Walla
A. H. Parker
Bremerton
Howard Sorensen
Ellensburg
Virginia K. Gunby
Seattle
Julia Butler Hansen
Cathlamet
Harold L. Boula
Secretary

9015

June 17, 1975

Mr. E. D. Tisdale, P.E.
State Highway Administrator
Idaho Department of Transportation
Post Office Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

We appreciate your efforts to proceed in the direction of current AASHTO policy for marking Interstate routes. Working toward the elimination of those routes that are divided and that use cardinal directions is appropriate and will certainly provide the best service for the traveling public in the future.

We would be hesitant at the present time, however, to recommend any changes in the existing route numbers on Oregon's Interstate System. Though the divided routes are not desirable, we can find no evidence of serious problems arising from the usage of these routes at the present time. Our reluctance to make changes in the existing routes is based on the fact that it would create considerable difficulty and fiscal impact on firms who have made heavy investments in developing atlases and road maps for public distribution. We know for a fact that a large segment of our tourist industry has made heavy investments in advertising which is keyed to existing Interstate route numbers. Financial hardships would also result in this latter case.

If we interpret your map attachment correctly and also the current AASHTO purpose and policy in establishing a marking system on Interstate highways, it would be necessary for both Idaho and Oregon to establish a dual route of Interstate 82 and Interstate 84 based on your map display.

The AASHTO policy indicates that this practice is not desirable. To establish such a dual Interstate System in Oregon would require the revision and probable replacement of every

destination sign carrying a route shield located between the Idaho border and the city of Portland. Even if only the one existing route shield of Interstate 80 North was to be revised to another number, the route shield revision alone would amount to an estimated cost of $70,000.

Very truly yours,

F. B. Klabee, Administrator
and State Highway Engineer

cc: H. J. Rhodes, AASHTO
George H. Andrews, Director of Highways, State of Washington

bc: A. E. Johnson
R. L. Schroeder
H. S. Coulter
L. E. George
D. H. Moehring

LEG:pb srb

John –

Bob Schroeder called. Dean Tisdale, Idaho State Hwy Engr. is proposing that I-80N be changed to I-85 and I-82 be changed to I-84.
Would you make an estimate of the cost to change all I-80N signs & shields to I-82.

Approximately 103 interchanges on I80N

Ave. 2 large and 6 small shields/intch.

Ave. 0.8 crew days/interch. @ $408/crew day

New shields – Large $17 each
Small $12 each

or New number logo – Large $9 each
Small $7 each

RECEIVED
JUN 5 1975
Office of
Assistant State Highway Engineer

New shields

103 interchanges × 2 shields × $17 = $3,502
103 × 6 × $12 = $7,416
103 × $408 × .8 days = $33,619
$44,537
40% contingency $17,814
62,351
– salvage + 532 = $57,819

New number logo

103 interchanges × 2 shields × $9 = $1,854
103 × 6 × 7 = 4,326
103 × $408 × .8 = 33,619
39,799
15,920
55,719

Cost log entry

$62,000 new shields or $55,000 new no. logo

Salvage value Large $7 × 206 = $1,442
Small $5 × 618 = 3,090
$4,532 assumming 100% salvagable

JAW 6-3-75

STATE OF IDAHO

CECIL D. ANDRUS
GOVERNOR

IDAHO TRANSPORTATION BOARD

CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER

DARRELL V MANNING
DIRECTOR

DIVISION OF HIGHWAYS

E.D.TISDALE, P.E., ADMINISTRATOR

TRANSPORTATION DEPARTMENT

P.O.BOX 7129
BOISE, IDAHO 83707

May 22, 1975

RECEIVED
STATE HWY ENGR
MAY 27 '75
REFER TO Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. F. B. Klaboe
Administrator
Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The current AASHTO Policy for Marking Routes Comprising the Interstate System encourages that divided routes should be eliminated as rapidly as possible. Idaho agrees with this basic policy and recognizes that the longer we delay route revision, the more difficult the change.

Unfortunately, there are two Interstate Routes in Idaho, I-80N and I-15W, that are divided routes with cardinal direction designations. The enclosure would be our recommendation for redesignation of these two routes. Route 80N would be changed to Interstate Route 82 requiring the States of Washington and Oregon to redesignate their current Route 82 to Interstate Route 84. Also, the Interstate Route 84 designation would appear appropriate for the section of I-15W from Pocatello west.

It is recognized that this revision would require modification of a substantial number of route markers with accompanying revision of maps, advertising and references by highway associated activities. However, since the States will probably be directed to eliminate these divided routes in the future, it appears appropriate to revise them now before the public becomes firmly committed to the existing designations.

This route redesignation would require some long range scheduling because of the four state involvement and route marker replacement program. Your thoughts on the suggested route designations, AASHTO approval submission and scheduling sequence for the field modifications would be appreciated.

RECEIVED
MAY 26 1975

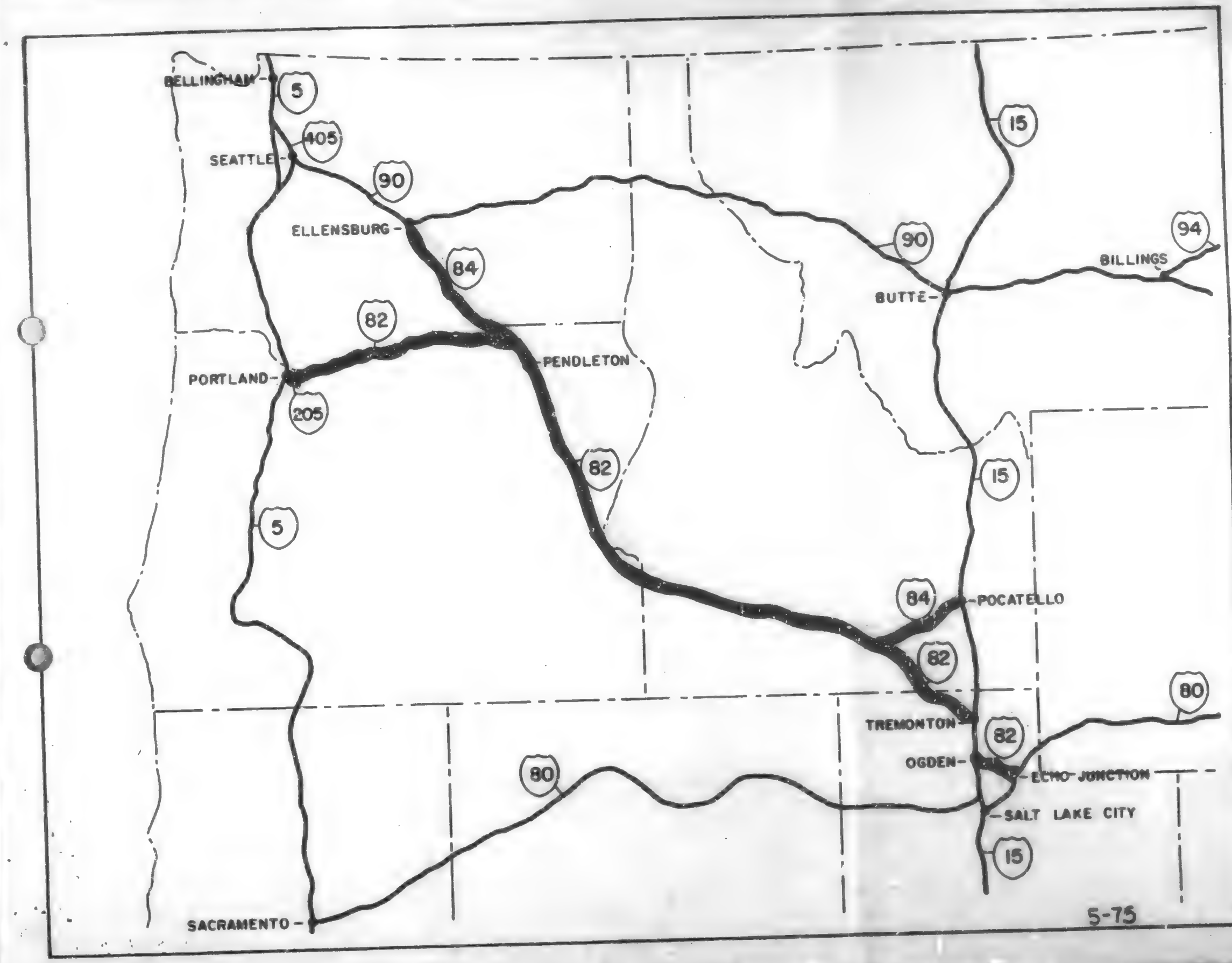
Very truly yours,

E. D. Tisdale

E. D. TISDALE, P.E.
State Highway Administrator

cc: H. J. Rhodes, AASHTO

NOTED
R. L. SCHROEDER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SEATTLE
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BUTTE
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TREMONTON
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OGDEN
ECHO JUNCTION
SALT LAKE CITY
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SACRAMENTO
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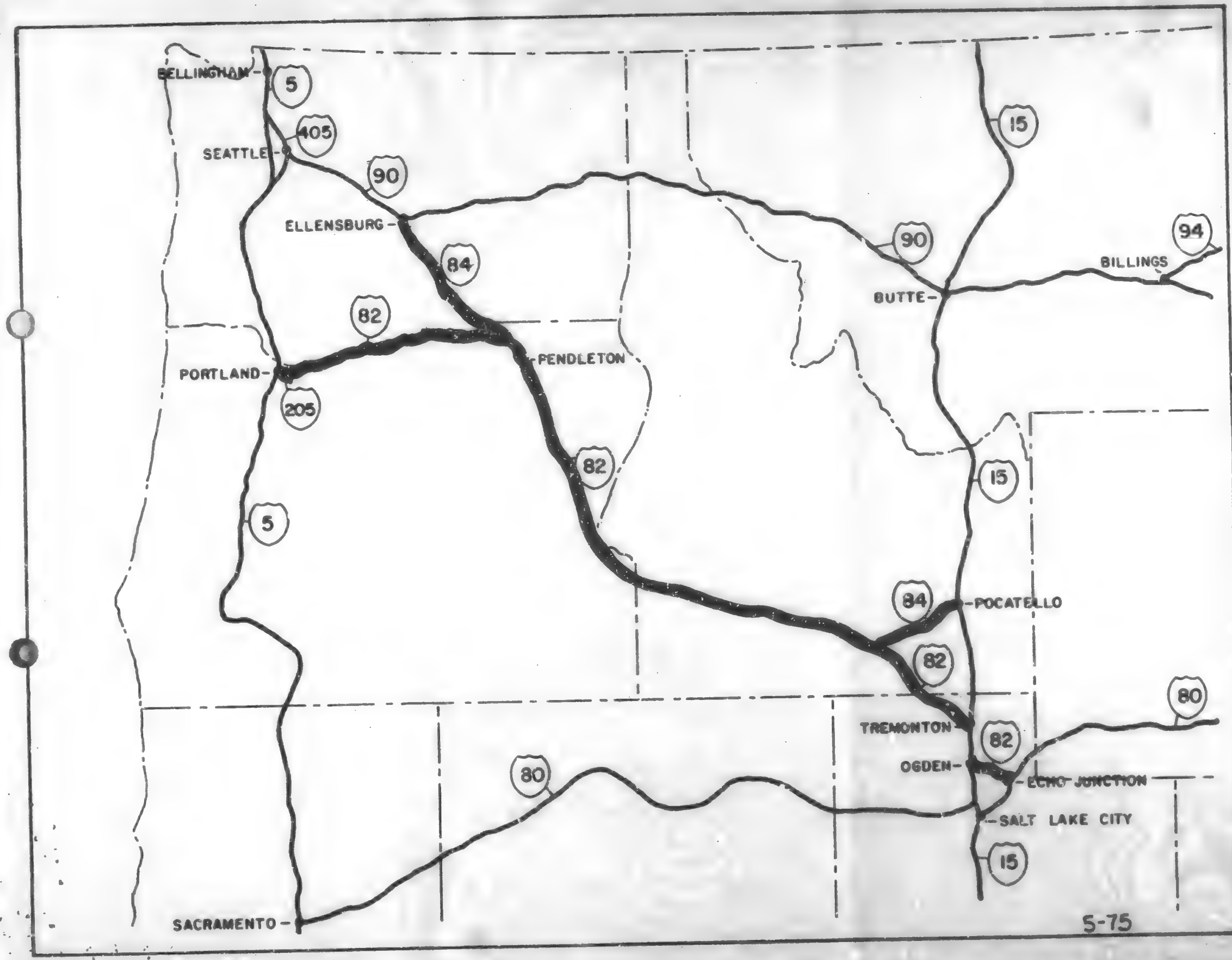
BELLINGHAM
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TREMONTON
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OGDEN
ECHO JUNCTION
SALT LAKE CITY
15
80
SACRAMENTO
5-75

1979 The Dalles-California Hwy. 9016
at Lower Bridge Rd. Sec.
(Paving)

4016

March 31, 1981

Department of Human Resources
Employment Division
875 Union Street, N. E.
Salem, OR 97311

CON 5
#9016

Attention: J. Bodine

Gentlemen:

This is in response to your letter of March 17 asking if any contracts have recently been awarded to Mid Oregon Crushing Co., Inc.

The only contract that we have on file for this company is a joint venture with Mid-Oregon Crushing Company and Phillip Dahl for work on the Lower Bridge Road in Deschutes County (Contract No. 9016). This contract was completed May 14, 1980, and accepted by the State on August 25, 1980.

If we can be of any further help, please let us know.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:jas

VICTOR ATIYEH
GOVERNOR

Department of Human Resources

EMPLOYMENT DIVISION

875 UNION STREET N.E., SALEM, OREGON 97311 Phone 378-3231

IN REPLY
REFER TO:

TAX:JB:#192649

March 17, 1981

State Dept. of Transportation
Commission Services Section
Transportation Building Rm 121
Salem, OR 97310

RE: Mid Oregon Crushing Co., Inc.
P O Box 519
Redmond, OR 97756

This company owes us taxes from the first and second quarters of 1980 which are under warrant #9609 and #9721. Have any contracts recently been awarded to this company?

Sincerely,

L. E. Russell
Manager, UI Tax

By J. Bodine
J. Bodine

JB:dlr

RECEIVED
MAR 19 1
COMM... ...ICES
DEPARTMENT OF ... ...ORTATION

JOB SERVICE

AN EQUAL OPPORTUNITY EMPLOYER

#9016 2-11-81

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION & FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Deschutes	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-11-81	David B. Carter, Area Engineer	HES 4-2(7)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-8-80	8-25-80	NA	NA

APPROVED EXTENSIONS	LOCATION
NA	The Dalles-California Highway @ Lower Bridge Rd. approximately 6 miles north of Redmond in Deschutes County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THE DALLES/CALIFORNIA HWY. @ LOWER BRIDGE RD. SECTION
THE DALLES-CALIFORNIA HIGHWAY
Paving

This project provided for the improvement of the intersection of Lower Bridge Road with The Dalles/California Highway. The State and County performed various elements of the widening work and the contract provided for the paving of the improved intersection.

The project was awarded to Mid-Oregon Crushing Company and Philip Dohl, J.V. on August 30, 1979. The contract time was 60 calendar days with time starting on September 13, 1979.

The final contract amount of the original contract items was $53,408.74 which is 7.0 percent underrun of the contract bid amount of $57,450.50. The contract amount including all changes and engineering was $60,398.73.

A final inspection of the completed work was made on July 22, 1980.

Our acceptance of the completed work at the time of the final inspection was conditioned on providing adequate documentation of the paving quantities. Mr. Pool, Region 4 Construction Engineer, has indicated appropriate documentation for this work is now on file.

All participating work has been completed.

Info
Inves
H/D
Dsk
Sign
File
REFER TO
FOR
RECEIVED
STATE HWY. DIV.
FEB 20 '81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-17-81	TITLE Field Operations Engineer	DATE 2-17-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

=9016

February 4, 1981

CDH 3
#9016

Klein and Rand
Attorneys at Law
P. O. Box 277
Woodburn, Oregon 97071

Attention: Louise S. Klein

Gentlemen:

Thank you for your letter of January 22, 1981, on behalf of your client, General, Incorporated, informing us that their claim in the amount of $2,735.30 plus interest has been paid in full.

You state this is in reference to the Mid-Oregon Crushing Co. and Philip Dehl, J.V., Contract No. 9016, Lower Bridge Road Section of The Dalles-California Highway in Deschutes County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert F. Gannon
CONTRACTS SUPERVISOR

FKN:jas
cc: Fireman's Fund Insurance Co.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

K. L. & L. Associates, Inc.
500 N.E. Multnomah St., Suite 1261
Portland, OR 97232

Mid-Oregon Crushing Co. and Philip Dehl, J.V.
P.O. Box 319
Redmond, OR 97756

NOTED ON CMS
JAS
2-4-81

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

January 22, 1981

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Services

Re: File No. CON 5
Contract No. 9016
Claim of Cantel, Incorporated against the bond of
Mid Oregon Crushing Company, Philip Dahl, joint venture

Gentlemen:

The purpose of this letter is to give notice to you that Cantel, Incorporated has received payment, in full, of its Claim filed against the bond of Mid Oregon Crushing Company, Philip Dahl, joint venture, for rentals and sales of construction signs, construction sign stands, traffic delineators, hazard warning lights, and stop and slow signs, rented and sold to Mid Oregon Crushing Company, for use on Contract No. 9016, Lower Bridge Road Section of The Dalles - California Highway Project, in Deschutes County, Oregon.

Very truly yours,

LUCIEN S. KLEIN

LSK:cad

pc: Cantel, Incorporated

RECEIVED
1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9016

files

9-2-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

C. T. Keasey
Asst. State Highway Engineer

9016

L.

September 2, 1980

Fireman's Fund Insurance Company
121 S. W. Salmon, Suite 900
Portland, OR 97204

CW 3
#9016

Attention: Fidelity & Surety Department

Gentlemen:

Contract No. 9016 awarded to Mid-Oregon Crushing Co., and Philip Dahl, J.V., for paving on the Lower Bridge Road Section of The Dalles-California Highway in Deschutes County was completed on May 8, 1980, and accepted by the State Highway Division on August 25, 1980.

Final payment in the amount of $1,695.30 will be released to the Oregon State Employment Division after September 8, 1980. The total contract amount is $51,924.10 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

jhs

cc Mid-Oregon Crushing Co.
and Philip Dahl, J.V.
P.O. Box 519
Redmond, OR 97756

Oregon State Employment Division
875 Union St., NE
Salem, OR 97311

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
Dale Allen

8-28-80

Jack -

Jan Peterson advised us that the final payment on Contract 9016 with Mid-Oregon Crushing Co. and Philip Dahl would be made to the Employment Division.

I called her and got a copy of the Employment Division's notice to us.

I just wanted to double check with you to see if that is correct before sending our letter to the contractor as shown on the attached draft.

Fran N. — Letter looks good. —
Forward w. payment to
Employment Division and Letter
as indicated

Vic E. Hurley, Jr.
9-2-80

Date 8/26/80

R. Gormsen, Manager
Commission & Staff Services

The contractors certificate has been mailed on this date preparatory to paying:

Contract No. 9016 Est. No. 3F Date 8-22-80 Amt. $ 1993.30

Contractor Mid Oregon Crushing Co Inc + Philip Dahl JV

Totals to Date: Paid to Contractor $ 51,924.10

Amount of Force Account $ -

Note: The entire amount of the final payment has been garnished by Oregon State Employment Division and the check will be written to them rather than the contractor

Contract Accounting

ROUTING SLIP—DEPT. OF TRANSPORTATION Date

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lena Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storerooms	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number _____
FHWA	Photocopy	District Number _____
	Proj. Mgmt. & Operations Planning	

ATTENTION: Fran

FROM: CONTRACT ACCOUNTING

COMMENTS: Contract 9016

Form 751-0982 (7/78)

ALIAS

WARRANT
AND WRIT OF EXECUTION

WARRANT DATE March 27, 1980

Mid-Oregon Crushing Co., Inc.

FIRM NO. 192649

TO: Forrest C. Sholes, Sheriff, Deschutes County, Oregon

ASSESSMENTS

DATE	QTR.	YEAR	(ORS 657.681) TAX	(ORS 657.515) PENALTY	(ORS 657.662) PENALTY
11-13-79	Third	1979	$4,154.06	$415.41	

Accumulated Interest (ORS 657.515) $ 181.34

548-511

TOTAL: Tax, Interest and Penalty		$ 4,750.81
–	Less Credits	$ 1,318.56
	Collection Charge	$ 5.00
	Docket Fee	$ 12.50
TOTAL DUE EMPLOYMENT DIVISION		$ 3,449.75
Additional interest on $ 2,835.50 (1%) per month or fraction of a month after March 31, 1980	at the rate of one percent	$ 80.02
	Sheriff's Charges	$
TOTAL TO COLLECT		$ 3,529.77

TO SHERIFF:

The foregoing taxes having been lawfully assessed and no valid application for hearing having been filed from the assessment, the assessment is final and pursuant to ORS 657.681 the amount is fixed. NOW THEREFORE, pursuant to Chapter 128 Oregon Laws 1971 YOU ARE HEREBY COMMANDED to satisfy the above claim (including tax, interest, penalty, collection charge, docket fee and your cost of executing this warrant) out of the personal property of the employer, and if sufficient personal property cannot be found, then out of the real property belonging to the employer, and to pay to the Assistant Director for Employment, Department of Human Resources, the money collected pursuant to the warrant within 60 days from the date of this warrant.

EXECUTED AT SALEM, OREGON, BY DIRECTION OF

STATE OF OREGON 1859

RAYMOND P. THORNE, *Assistant Director for Employment*
DEPARTMENT OF HUMAN RESOURCES

By /s/ L. E. Russell
Authorized Representative of Assistant Director

STATE OF OREGON
EMPLOYMENT DIVISION
DEPARTMENT OF HUMAN RESOURCES

Raymond P. Thorne, Administrator

In the matter of a Tax Warrant for taxes due the State of Oregon, Employment Division, from

Mid-Oregon Crushing Co., Inc.

NOTICE OF GARNISHMENT

To Department of Transportation, Highway Division, State of Oregon

By virtue of Tax Warrant No. 8781 to me directed, issued by the Administrator, Employment Division, State of Oregon and entered in Volume 1, Page 140, of the Judgment Docket of the County of Deschutes State of Oregon, a certified copy of which you are herewith served, I hereby levy upon and garnish all property, moneys, debts, rights and/or credits of every nature in your hands or under your control belonging or owing to said Mid-Oregon Crushing Co., Inc. or so much thereof as will satisfy the claim of the Administrator, Employment Division, State of Oregon, to wit $ 3,529.77 together with costs and additional statutory charges. You are hereby required forthwith to furnish to the undersigned a complete written statement of all such property, money, etc., and you are hereby notified to pay over and/or transfer the same to the undersigned.

Dated this 12 day of June, 19 80, at Salem, Oregon.

Raymond P. Thorne
Administrator.

By Dustin Miles
(Authorized Representative.

(Form for your answer is provided on the reverse side hereof. O.R.S. 29.280 provides that a return of this notice shall be filed within five days.)

ATTENTION: The Writ of Execution issued herein is based upon a Judgment or Warrant resulting from [illegible] defendant's total "disposable earnings" are subject to garnishment. See O.R.S. 23.185 (3) (a) on the reverse side hereof.

STATE OF OREGON
COUNTY OF _____ ss.

I hereby certify that I have compared the within Warrant and Writ of Execution with the original thereof in my hands for execution and that the same is a true and correct copy of said original and of the whole thereof..

Dustin Nike
ES Tax Auditor
SHERIFF OF _____ COUNTY, OREGON

By _____ DEPUTY

SHERIFF'S RETURN
ON WARRANT AND WRIT OF EXECUTION

Notice of Sale _____ (Date)

By Publication In _____ (Newspaper)

_____ (Town, County, State)

By Posting Notice At Following Places:

_____

_____

_____

Amount Received From Sale ..... $ _____

Cost Of Levy And Sale ..... $ _____

Net Proceeds ..... $ _____

STATE OF OREGON
COUNTY OF _____ ss.

TO THE EMPLOYMENT DIVISION, SALEM, OREGON:

I, _____, Sheriff of _____ County.
do hereby certify that I received the within warrant and Writ of Execution on the _____ day of _____ 19____.
and _____
_____ (Action taken, Property levied upon, etc.)

Done at _____ County. This _____ day of _____ 19____

_____ SHERIFF

_____ DEPUTY

FORM 568 [2-77] BACK

ANSWER TO GARNISHMENT

To _____

Sheriff of the County of _____

Administrator, Employment Division, Salem, Oregon.

In answer to the within Notice of Garnishment, it is hereby certified that the following described property, etc., belonging to the within-named debtor is in the hands or under the control of the within-named garnishee _____

_____

_____

That said described property, etc., is being transferred and/or paid with this return and that there is no other property of any kind of said debtor in the possession of the undersigned.

Dated this _____ day of _____, 19 ____, at _____, Oregon.

_____ Garnishee.

OREGON REVISED STATUTES 23.185 — Wage Subject to Garnishment.

23.185 (1) Except as provided in subsection (2) of this section, the maximum part of the aggregate disposable earnings of an individual for any workweek that is subjected to garnishment may not exceed

(a) 25 percent of his disposable earnings for that week, or

(b) The amount by which his disposable earnings for that week exceed 30 times the federal minimum hourly wage prescribed by section 6 (a) (1) of the Fair Labor Standards Act of 1938 (29 U.S.C. 206) in effect on August 30, 1969, whichever amount is less.

(2) The restrictions of subsection (1) of this section do not apply in the case of

(a) Any order of a court for the support of any person

(b) Any order of a court of bankruptcy under sections 1 (601) to 1 (686) of the Act of June 22, 1938, ch. 575 (11 U.S.C. 1001 to 1080).

(c) Any debt due for state or federal tax.

(3) No court shall make, execute or enforce any order or process in violation of this section.

(4) Any waiver by a debtor of the provisions of this section is void.

(5) A copy of this section shall be attached to or made a part of any legal process served on a garnishee.

STATE OF OREGON

County of _____

NOTICE OF GARNISHMENT

In the matter of
a Tax Warrant against

_____

FORM 589 (3-78) Back

9016

L.

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: August 25, 1980

FROM: C. T. Keaser
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

NOTED
H. S. COULTER

The contractor has completed all work according to specifications and I hereby accept the following contract as of August 25, 1980.

Contract 9016 On Site Work Substantially Completed May 8, 1980

All Work Completed May 14, 1980

Project The Dalles-Calif. Hwy. @ Lower Bridge Rd.

Highway The Dalles-Calif.

County Deschutes

Type of Work Paving

Contractor Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V.

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 26 '80
REFER
FOR
Info Inves R/D File

9016

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles-California Hwy @ Lower Bridge Rd.		WEEK ENDING: May 8, 1980
		SECTION PREFIX: 9-1017
HIGHWAY: The Dalles - California		COUNTY: Deschutes
NAME OF JOB: Lower Bridge Road	KIND OF WORK: Paving	
CONTRACTOR: Mid Oregon Crushing Co. & Phillip Dahl J.V.	CONTRACT NUMBER: 9016	FEDERAL AID PROJECT NUMBER: HES-4-2(7)
DATE OF CONTRACT	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 72
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.41
MILES PARTIALLY COMPLETED					Completed
MILES COMPLETED					Completed
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Paving machine, 10 ton roller, distributor, grader and 6 each 12 yard dump trucks.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear & Sunny			
TUESDAY	" "			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY				
SATURDAY				

RECEIVED
MAY 14 1980
CONSTRUCTION BRANCH

Keeney, Jackmond, Hopkins, Williams, Johnson, Dixon, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Paved 30 feet wide down center line of highway.
TUESDAY	No work.
WEDNESDAY	Finished paving the tapers and radius'
THURSDAY	Hauled & placed shoulder material.
FRIDAY	
SATURDAY	

REMARKS

Project completed about 5:00 PM 5/8/80.

RECEIVED
MAY 14 1980

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9016 ~ 5418

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 10 1980
NORMA PAULUS
SECRETARY OF STATE

April 9, 1980

IN REPLY REFER TO
FILE NO.: CON 5
Contract#90

FILED
APR 10 1980
NORMA PAULUS
SECRETARY OF STATE

Klein & Hand
Attorneys At Law
397 North First Street
P. O. Box 377
Woodburn, Oregon 97071

Attention: Lucien S. Klein

Gentlemen:

This letter acknowledges receipt of your letter on April 3, 1980, with attached notice of claim on behalf of your client, Cantel Inc., indicating that Mid-Oregon Crushing Company and Philip Dahl owes them for equipment rented and sold in the amount of $2,763.50 plus interest.

Mid Oregon Crushing Company and Philip Dahl, J.V., P. O. Box 519, Redmond, Oregon are the prime contractor on the Lower Bridge Road, The Dalles-California Highway. This contract was awarded August 30, 1979, and has not been completed. Our contract number is 9016.

The Fireman's Fund Insurance Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

RECEIVED
APR 15 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

R. W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Mid-Oregon Crushing Co.
and Philip Dahl
P. O. Box 519
Redmond, OR 97756

cc: Fireman's Fund Insurance Company
121 S. W. Salmon, Suite 900
Portland, Or 97204

CC: K. L. & K. Associates, Inc.
500 N. E. Multnomah St., Suite 1262
Portland, OR 97232

bc: Jack Sollis

bc: Hon. Norma Paulus
Secretary of State

P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Noted on Card
dmc. 4-16-80

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

April 3, 1980

Department of Transportation
Room 121
State Highway Building
Salem, Oregon 97310

Gentlemen:

I am writing you in behalf of my client, Cantel Incorporated, and for the purpose of giving notice of its claim against the bond of Mid Oregon Crushing Company, Philip Dahl, Joint Venture, for rentals and sales of construction signs, construction sign stands, traffic delineators, hazard warning lights, and stop and slow signs, rented and sold to Mid Oregon Crushing Company. The equipment was used on contract number 9016, Lower Bridge Road Section of The Dalles- California Highway Project, in Deschutes County, Oregon. The rental charges were for the period commencing November 8, 1979 and ending November 21, 1979. The sales occurred on November 8, 1979 and on November 27, 1979. The rentals and sales together total $2,763.50. Interest at the legal rate of 9% commences to accrue December 28, 1979, and is hereby claimed on said sum. The surety is Fireman's Fund Insurance Co. The agent is K L & K Associates, Inc., 500 Northeast Multnomah Street, Suite 1262, Portland, Oregon 97232.

Enclosed with this letter are two copies of Notice of Claim.

Please acknowledge receipt of this claim, and your action to be taken thereunder.

Very truly yours,

LUCIEN S. KLEIN

LSK:cad
Enclosures

pc: Cantel Incorporated

RECEIVED
APR 7 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Secretary to Department of
Transportation
Highway Division
State of Oregon
Room 121
State Highway Building
Salem, Oregon 97310

Secretary of State
State of Oregon
State Capital Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, Cantel Incorporated, has a claim for rentals and sales of construction signs, construction sign stands, traffic delineators, hazard warning lights and stop and slow signs, rented for the period commencing November 8, 1979, and ending November 21, 1979, and sold on November 8, 1979 and on November 27, 1979, in the sum of $2,763.50, together with interest thereon at the rate of 9 percent per annum from December 28, 1979, until paid, against the bond taken from Mid Oregon Crushing Company, Philip Dahl, Joint Venture, as principal and Fireman's Fund Insurance Co., as surety, for the work of constructing improvements for the State of Oregon under Contract No. 9016, Lower Bridge Road Section of The Dalles-California Highway Project, in Deschutes County, Oregon, said Contract dated August 30, 1979, said rentals and sales being made to Mid Oregon Crushing Company.

This notice is given pursuant to ORS 279.528.

Dated this 3 day of April, 1980.

CANTEL INCORPORATED

By: Lucien L. Klein
Secretary

P. O. Box 68506
Oak Grove, Oregon 97268

RECEIVED
APR 7 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9016

CON 5

DATE: December 18, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keaney
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
HES-4-2(7)

Contract 9016, Work Started November 12, 1979

Project The Dalles-Calif.Hwy.@ Lower Bridge Rd.

Highway The Dalles-Calif.

County Deschutes

RDC:mk

cc: R. D. Church

9016

COM 5
#9016

October 1, 1979

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mid-Oregon Crushing Co.
and Philip Dahl
P.O. Box 519
Redmond, OR 97756

Gentlemen:

Your Contract No. 9016 for paving The Dalles-California Highway at Lower Bridge Road in Deschutes County has been received in this office fully executed.

We are therefore returning your Cashier's Check No. 106054 in the amount of $5,745.05 which you submitted with your proposal on August 23, 1979.

Sincerely,

C. W. Read
COMMISSION SERVICES

fhm

Att.

bc V. E. Skoog

9016

STATE OF OREGON

INTER-OFFICE MEMO

TO: MEMO TO THE FILE

DATE: September ~~13~~ 20, 1979

FROM: C. W. Head, Manager
Commission Services
C W Head

SUBJECT:

Bids were received on August 23, 1979, for the paving on the Lower Bridge Road Section of The Dalles-California Highway in Deschutes County.

The low bidder was Mid-Oregon Crushing Co. and Philip Dahl of Redmond. They submitted with their proposal a cashiers check in the amount of $5,745.05 (as a bid security) in lieu of a proposal bond. The check is in our safe.

Contracts were mailed to the contractor on August 31 for execution.

On September 11, I received a telephone call from Ron Penninger asking if they (Mid-Oregon Crushing) could submit an unconditional letter of credit in lieu of a performance bond. I told him I didn't think so, but would check with our Legal Staff. Bill Nessly telephoned Ron Penninger later in the day saying "no".

September 12th Ron Penninger called asking if they could get a time extension to September 21 to execute their contract as they are having difficulty getting a bond. Penninger mentioned of getting another person instead of Philip Dahl to help on the financing. I got Bill Nessly on the phone and Bill is going to contact Sollis in Olympia and will get back to Penninger.

NOTED
C. W. HEAD

CWH:kkr

cc: E. S. Hunter
Bill Nessly
H. S. Coulter

Notified Hunter Nessly Coulter

9/11 — Contact(ed) re-execution of Bond

9/20 — I talked to Ron Penninger. Gave him extension to 9/21 to get Bond executed. Contact Sollis

9/14 - Bill Nessly tel - saying that he has talked to Sollis and to Mr. Wesback, Atty. for Mid-Oregon Crushing ok to extend until Sept. 21 to execute Bond. Wesback told Nessly that he didn't think Mid-Oregon would have trouble getting a bond

81-125.1387

STATE COPY

OMB No. 04-R2089

1016

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 9-70	FEDERAL-AID PROJECT AGREEMENT 9-13-79	County Deschutes
		Project No. HES-4-2(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

The Dalles-Calif. Hwy. at Lower Bridge Way

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-13-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 68,540.00	$ 61,686.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By XX For H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For G.L. Green

Date executed by Division Administrator 9-13-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - Files

Oregon State Highway Division
Salem, Oregon, September 11, 1979

Federal Aid Project
No. HES-4-2-(7)

The Dalles-Cal. Hwy. at Lower Bridge Road Section
The Dalles-Cal. Hwy. in Deschutes County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 1,500.00
Type code Y008 Channelization			
Mobilization	All Required		3,500.00
Temporary Protection and Direction of Traffic	All Required		850.00
Temporary Signs	190 Sq.Ft.	6.25	1,187.50
Temporary Barricades	2 Each	106.25	212.50
Temporary Plastic Safety Markers	8 Each	68.75	550.00
Temporary Delineators	22 Each	13.75	302.50
Flagmen	200 Hour	19.71	3,942.00
Earthwork	All Required		2,300.00
Aggregate Shoulders	400 Ton	10.40	4,160.00
Class "B" Asphalt Concrete	1,800 Ton	22.47	40,446.00
			$57,450.00
Anticipated Items			
Permanent Pavement Striping	All Required		1,100.00
	Subtotal		$58,550.50
	Engineering		8,489.50
	Total		$67,040.00

Length of Roadway _ _ _ _ _ _ _ _ _ _ 0.0 miles.

Work Retained in Program Status (not included in amounts below)		
Permanent Signing	All Required	$ 500.00

Oregon State Highway Division
Salem, Oregon, September 11, 1979

Federal Aid Project
No. HES-4-2-(7)

Summaru of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,500	$ 1,350	$ 150
Channelization	67,040	60,336	6,704
Total	$68,540	$61,686	$6,854

Group 1 100%
Contrast No. 9016
Prefix 9-1017

GENERAL FILES

9016

Vic Atiyeh

August 28, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Dear Mr. Green:

Project HES-4-2(7)
The Dalles-California Highway
at Lower Bridge Way
Your File HFO.4/5-OR

The comments contained in your August 10 letter have been reviewed and discussed with Deschutes County.

The County does not propose to purchase additional right-of-way for this project and therefore desires to move the north to south off-ramp to the south to obtain separation and a 55-foot radius. This will place the off-ramp at approximately Station 68+00±. The main access on the east side will be moved north to approximately 66+30± to place it opposite the access on the west side.

This proposal was discussed with Glenn Hossner by Bob Lammert and agreed upon on Tuesday, August 21.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg
Dale Allen (enc.)

DOC:ab ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 10, 1979

In reply refer to: HFO.4/5-OR

8-14-
orig

SUBJECT: Project HES-4-2(7)
The Dalles/California Hwy @Lower Bridge
Road Section - The Dalles/California Highway
PS&E

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

RECEIVED STATE HWY ENGR
AUG 14 '79
REFER TO FOR
Info
Inves
R/D
D/R
Sign
Act
File

Although we have already given verbal PS&E approval for the project, our detailed review of the PS&E documents has generated several comments. As it is considered to be in the public interest and safety to complete this improvement on a timely basis, we agree that our comments can be resolved during the course of the project.

Our comments are directed toward the proposed County road connectors. Although the approach construction work is not funded as part of the Federal aid project, the general intersection layout and function is part of the overall project concept and could affect the operation of the Federal aid portion of the project. Our comments are as follows:

1. The two approaches shown on the east side could be confusing and present a safety problem because 1) the approaches are spaced closely together in an area of expected turning movements, the benefit of using one approach over the other will probably be missed by most motorists due to the nearly similar radius of both approaches; and 2) the second approach may attract wrong way movements.

2. It is suggested that the County investigate the possibility of constructing only one east side approach with a suitable turning radius to accommodate the anticipated turning movements.

3. If Number 2 above is not practical, any second approach construction should have 1) an adequate radius to accommodate the anticipated movements; 2) be separated from the other approach by an adequate distance; and 3) should be located away from the left-turn intersection proper a sufficient distance to avoid motorist confusion.

4. The principal west and east side approaches should be lined up from each other to the extent that is practical.

✓ We would appreciate your comments on this matter.

for G. K. Hansen
G. L. Green

RECEIVED TECHNICAL SERVICES
AUG 15 '79
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

cc: OSHD (D Christianson)

9016

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-4-2(7)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90274

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-6 orig

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
Maintenance
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	8-1-79	Primary 4	Primary 4

GENERAL LOCATION:
The Dalles-California Highway at Lower Bridge Road Section

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping $1,000

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 30, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $84,817 - Federal Funds $76,335.

A signed copy of the Revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-79	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-815

9016

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-23-79

FEDERAL AID PROJECT NO. HES-4-2(7)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM NO.

ITEM NO. 90274

PROGRAM STAGE (Check) 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 26 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	7-23-79	Primary 4	Primary 4

GENERAL LOCATION:
The Dalles-California Highway at Lower Bridge Way Section

GENERAL DESCRIPTION OF WORK:
Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 16, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $61,000 - Federal Funds $54,900.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9016

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90274
Project No. HES-4-2(7)
The Dalles-Calif. Hwy. @
Lower Bridge Way Section
Deschutes County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Oct. 18, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (90%)	$54,900.00
State Funds	6,100.00
Total Cost	$61,000.00

DAR:JLG:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 16'79
REFER TO
FOR
Info | Invest | R/D | C/R | Sign | Set | File

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1016

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-13-79

FEDERAL AID PROJECT NO. HES-4-2(7)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90274

RECEIVED
STATE HWY ENGR
JUL 26 '79
REFER TO.
FOR

Info	Instr.	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

7-26

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 4
	7-13-79	STATE ROUTE NUMBER	Primary 4

GENERAL LOCATION:

The Dalles-California Highway at Lower Bridge Way Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 13, 1979 letter, I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e and that timesaving procedures apply.

You are now authorized to proceed with the work shown above at a TEC of $1,500 with Federal participation limited to $1,350.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	D. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9016

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F I L E

DATE: July 13, 1979

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: The Dalles/California Highway @ Lower Bridge Rd. Sec.
The Dalles-California Highway
Deschutes County

A prospectus will not be prepared and circulated for the subject project. The survey and construction grading has been completed under minor betterment by Maintenance forces and was started prior to the letter of instructions by H. S. Coulter dated April 20, 1979. Project is to pave and stripe previously completed construction. will Dec 17

FET:GCW:ge

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
G. Potter
J. B. Boyd
D. D. Allen
D. Christensen

RECEIVED
STATE HWY ENGR
JUL 13 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1307

9016

4

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

May 7, 1979

FILE: PRE LOC

FROM: J. R. Hagedorn
Region Federal Aid Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Title II, Section 209
Proposed channelization project
The Dalles-Calif. Hwy 0 Lower Bridge
Way, M.P. 115.26
Deschutes County

Transmitted is the location data for the subject named project:

1. Mylar sketch map.
2. Copies Narrative report.
3. Copies Estimate of cost.

John Holcomb, on November 29, 1977, transmitted various and sundry data for this project. At that time he mentioned that Region wanted to do most of the work with State Maintenance Forces. The thinking has now changed due to the work load facing the Maintenance Crews. Region now wishes that a contract be let.

Bob Lammert, D.E., would prefer a General Services contract, with the State doing all but the final lift of paving, but I talked with Dick Bladorn this date, who told me that it was doubtful if the FHWA would approve. Bob has talked with FHWA Area Engineer Dave Carter, who told Bob that he would check into the possibility of a General Services Contract such as outlined above.

Discussed with Dale Allen and he feels it does not make that much difference if General Services or our section awards contract, but we need to go with contract vs. state forces.

JRH:pw
Enclosures

cc: Region
R. L. Lammert

NOTED
L. E. GEORGE

NOTED
DWAYNE HOFSTETTER

1979 Yaquina Bay Bridge (Newport) 901
Sec. of the Ore. Coast Hwy.
(Deck repair & painting)

DATE: October 18, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
Robert N. Bothman, P.E.
Assistant State Highway Engineer

SUBJECT: Experimental Features Report
"Chevron Industrial Membrane on Top Flange of Steel Girder for Waterproofing"

Enclosed are 28 copies of a final report on the experimental use of Chevron Industrial Membrane for protecting inaccessible surfaces of structural steel bridge members. The application was on the top surface of stringers and girders of the steel spans of the Yaquina Bay Bridge placed in connection with the installation of the filled steel grid deck. The surfaces treated were those that would be inaccessible for sandblasting and painting after the deck was installed.

The report "Membrane Protection for Steel Stringer Tops" by Julie E. Kliewer, Charles W. Elroy and Gordon Beecroft concludes the Chevron Industrial Membrane will provide the intended long-term protection from corrosion for inaccessible steel members if proper care is taken in applying and trimming the material.

Also enclosed is the final report on Form 1461 for this experimental study, Project OR79-01.

Enc.

GB:dp lb

bc M. S. Coulter
Charles W. Elroy w/enc.
Gordon Beecroft

cy. Schwartz
Fredrickson
John Wood
10/20

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE YEAR NUMBER SUF.: 0 R 7 9 - 0 1

CONSTRUCTION PROJ. NO. [8]:

LOCATION [28]: NEWPORT

EVALUATION FUNDING [48]: 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO. [49]:

PROPRIETARY FEATURE? [51]: ☒ YES ☐ NO

SHORT TITLE

TITLE [52]: CHEVRON INDUSTRIAL MEMBRANE ON TOP FLANGE OF STEEL GIRDER FOR WATERPROOFING

THIS FORM

DATE [140] MO. YR.: 0 9 - 8 3

REPORTING [144]: 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [145]: WATERPROOFING

KEY WORD 2 [167]: COATING

KEY WORD 3 [189]:

KEY WORD 4 [211]:

UNIQUE WORD [233]:

PROPRIETARY FEATURE NAME [255]: CHEVRON IND MEMBRANE

CHRONOLOGY

Date Work Plan Approved: MO. YR. [277]	Date Feature Constructed: MO. YR. [281]	Evaluation Scheduled Until: MO. YR. [285]	Evaluation Extended Until: MO. YR. [289]	Date Evaluation Terminated: MO. YR. [293]
0 8 - 7 9	1 2 - 7 9	1 2 - 8 2	-	0 9 - 8 3

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297]: 9,1,0

UNITS [308]: 1 ☐ LIN. FT. 2 ☒ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* [306]: 6,5,5,0

AVAILABLE EVALUATION REPORTS

[315] ☒ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]: 1 ☐ NONE 2 ☐ SLIGHT 3 ☒ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE [319]: 1 ☐ EXCELLENT 2 ☒ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY

APPLICATION

[320]: 1 ☐ ADOPTED AS PRIMARY STD. 2 ☒ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321] No serious problems were detected during either the one-year or the three-year inspections. Slight rust staining found where membrane was not properly trimmed.

[700]

FORM FHWA 1461 (REV. 8-79) Previous Editions are Obsolete

Final Report

Experimental Features Project

MEMBRANE PROTECTION FOR STEEL STRINGER TOPS

Yaquina Bay Bridge
Newport, Oregon

Project No. OR-79-01

by

Julie E. Kliewer
Research Specialist

Charles W. Elroy
Project Manager

and

Gordon Beecroft
Research Engineer

Oregon Department of Transportation
Highway Division

September 1983

F I N A L R E P O R T

Experimental Features Project

MEMBRANE PROTECTION FOR STEEL STRINGER TOPS

Yaquina Bay Bridge

Introduction

Direct coastal exposure imposes serious problems to structural and reinforcing steel in bridges. Corrosion causes expansion of the steel resulting in a variety of problems including spalling of reinforced concrete. This problem can become especially severe under the deck where salt-laden moisture condenses and is not washed away by the rain.

The Yaquina Bay Bridge in Newport, Oregon suffered from severe corrosion problems making it necessary to replace the deck and sidewalk sections throughout the three steel arch spans. With the new deck in place, the tops of the steel deck stringers are inaccessible for sandblasting and painting and are thus subject to corrosion. The purpose of this experimental features study was to determine the effectiveness and suitability of the Chevron Industrial Membrane (CIM) for providing permanent corrosion protection on the tops of steel deck stringers and other similar members in conjunction with the deck replacement project on this structure.

Construction

The application of the Chevron Industrial Membrane was intended as a permanent solution to corrosion on steel members that would not be accessible for sandblasting and painting after the new filled steel grid deck was in place. This included the tops and edges of deck stringers, diaphragm beams and sidewalk supports.

All surfaces to be coated were prepared with a "commercial sandblast" conforming to Pictorial Standard SA2 of ASTM D 2200 or cleaner. Much of the blast was "near white." After sandblasting, the surfaces were wiped with Chevron Bonding Agent.

Temperatures at the time of application ranged from 40°F to 70°F. During inclement weather the membrane was applied under a plywood shed. Space heaters were used to warm the shed during weather having temperatures of 45°F or colder. The shed remained over the fresh membrane until it "skinned over" or became tack-free to prevent rain damage, normally one to two hours.

The membrane material is a two component, extended urethane consisting of Chevron Premix CIM and Chevron Activator CIM. Under the working conditions on this project, it was found there was very little latitude for error in the handling and mixing of the material. The material varied from not curing or setting up, to curing hard and brittle, but for

the most part, the Chevron Industrial Membrane (CIM) cured to a solid while remaining flexible and rubber-like. Material that did not cure properly was later removed and replaced.

Membrane cure time varied with temperature and the ratio of activator to premix. When ambient temperatures or shelter temperatures were in the 60's, initial curing generally took four to five hours. Temperatures in the 40's increased initial cure time to eight to twelve hours. When excess activator was used to reduce cure times, the mixture would sometimes set up too quickly to allow time for application. The manufacturer's literature indicates the material will cure in 24 hours to form a tough, resilient membrane. However, it was found complete curing of the membrane could take from several hours to several months, depending on temperature and mix variables.

The manufacturer's recommended thickness of application was 0.050 inch. To achieve the correct thickness, the wet membrane was checked with a wire having a diameter of 0.050 inch. The dry membrane was checked with a Nordson dry film thickness gage. The Chevron Industrial Membrane was difficult to place to a precisely uniform thickness, but in this application minor thickness variation would be of no consequence.

Trowel and spray grades of Chevron Industrial Membrane were used on this project. Both grades were applied with steel concrete trowels. The trowel grade was used exclusively on the east half of the deck and interchangeably with the spray grade on the west half. Unless problems associated with its application can be solved, the trowel grade is not recommended for use on projects of this nature for several reasons, including the following:

(1) The quick set-up time (10 mins.±) allowed little time for application and limited mix batches to one gallon.

(2) Material was very sticky and messy to handle.

(3) It was very difficult to apply uniformly, impossible around rivet clusters, because the material would not flow. There were always thin spots to be patched thick spots to be trimmed. It would sag and drip from vertical edges.

(4) Because of these problems, there was excessive waste. The calculated job quantity was approximately 300 gallons. Over 800 gallons were used.

The primary advantage of the trowel grade for the type of project is that it cured sufficiently in four to five hours to allow for placement of the grid decking, whereas the spray grade required five to six hours for curing. The steel grid deck was selected as a replacement for the original concrete deck on this project because of the need to keep the bridge open to traffic during construction. Time was very critical in the contractor's operation and the extra hour or so of cure time required for the spray grade was a major factor.

The spray grade was easier to apply. It had the consistency of a thick paint and would flow into a uniform coating. A disadvantage of the spray grade was the tendency to run down to surfaces that were not to be coated and to "string" down from the edges of the deck stringers. However, these strings were easily trimmed after the membrane had cured.

Most of the problems encountered during application of the Chevron Industrial Membrane on this project can be attributed to the lack of trained and experienced personnel. For instance:

(1) The activator was allowed to cool to the point of crystallization during storage (60°F) which reduced its effectiveness.

(2) The protective warming shed was moved too soon on occasion, resulting in some rain damage to the membrane.

(3) Carelessness, inaccurate proportioning and inadequate mixing time were probably the reasons for most of the curing and end result variations.

(4) During the early stages of the project, lacquer thinner and diesel oil were used for tool clean-up. The diesel oil use was discontinued when it was suspected to be a source of contamination, causing a delay in the membrane curing.

(5) Small sags from the edges of the deck stringers were initially left untrimmed. These later interfered with the painter's sandblasting and had to be cut back to the edge of the flange.

Adequate training for those applying the material and for those inspecting its application should be a requisite for the use of the Chevron Industrial Membrane. The manufacturer's instructions must be strictly adhered to.

Performance Appraisal

Inspections made prior to the placement of the grid deck indicate that adhesion to the steel was generally good, although there were a few areas on the edges of the deck stringers where the membrane could be pulled free. These areas may have been the result of delayed application or of surface contamination. There was no visible pinholing of the membrane. Membrane extrusion occurred after placement of the grid deck in areas where curing was slow; however, the membrane subsequently hardened. When the membrane was cured, there was no indication that placement of the grid deck and concrete caused any extrusion.

Subsequent visual inspections at one year and at three years indicate that the material is performing well, with no visible changes. Some rusting has occurred at the interface of the membrane and steel where the combination of sags or runs and the sandblasting during paint-

ing have created a flap effect with the sagged material. The area under this flap generally did not get painted and some rust staining has occurred. Very little rust staining is evident where the transition from the membrane to the steel is a clearly defined line.

Cost

The crew used to apply the Chevron Industrial Membrane generally consisted of one half-time foreman and four full-time laborers. Generally one laborer would be sandblasting, one mixing and two applying the membrane. Costs were as follows:

Labor	$44,900
Materials	$14,894
	$59,794

Conclusion and Recommendations

Evaluation of the Chevron Industrial Membrane in this application is difficult because of the inaccessibility for inspection. After three years in service there have been no changes in the physical appearance of the membrane. Inspections indicate that CIM satisfactorily protects inaccessible steel members from corrosion.

There are, however, several disadvantages with its use. Curing time is very difficult to control under variable temperature and moisture conditions. The membrane is difficult to apply uniformly and often would not flow enough to allow uniform placement on rivet clusters. Difficulties in handling and placing resulted in a great deal of material waste and high placement costs. The tendency for the membrane to run and sag along the edges interferes with sandblasting and painting operations. Failure to trim the flaps and sags results in rusting along the interface of the membrane with the steel. In areas where a clearly defined line between the membrane and the steel exists, very little rust staining has occurred.

It is recommended that, prior to future use of this material or similar materials for this purpose, laboratory testing be undertaken within the range of temperature and moisture conditions expected at the job site to optimize use of the membrane and to reduce waste and handling costs.

If proper care is taken in applying and trimming the material, this evaluation indicates the Chevron Industrial Membrane will provide the intended long-term protection from corrosion for inaccessible steel members.

9717

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

b

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Lincoln	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1/18/83	W. H. Kappus, Area Engineer		BRF-TQF-2-4(6)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/8/81	9/4/81	99 %	373 CD
APPROVED EXTENSIONS	**LOCATION**		
16 CD 2/28/80	Highway 101, Newport, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

YAQUINA BAY BRIDGE (NEWPORT)
OREGON COAST HIGHWAY
Deck Replacement

This project provided for the replacement of the deck and sidewalk slabs on the steel spans and incidental work common to this type of project.

The final project cost overran the original authorization by appoximately 1.6 percent.

A final inspection of the completed project was made on 1/15/81.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
Kiasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy 1/26

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations G. K. Hossner	
TITLE: Area Engineer	DATE: 1/24/83	TITLE: Field Operations Engineer	DATE: 1/24/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9017

September 28, 1981

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

CON 3
#9017

Gentlemen:

On September 10, 1981, we wrote to you concerning release of final payment on Contract No. 9017 awarded to Peter Kiewit Sons' Co. for work on the Yaquina Bay Bridge in Newport, Lincoln County.

Final payment on this contract is $3,771.70 and the total contract amount is $3,223,976.98. No work was performed under force account.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

jm
cc: Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9017

L

9-10 E

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981

C. T. Keasey
Asst. State Highway Engineer

4017

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 8-87 + 8-88		County: Lincoln
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: BRF-TQF-2-4(6)
MODIFICATION NUMBER: 4	8-11-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 31, 1979, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,184,672.00	$ 3,168,804.30	
		136,880.00	(114)
Federal funds	$ 2,749,072.40	$ 298,572.42	(118)
		2.313,574.98	(124)
Other revisions		2,~~749~~,072.40	

This modification is made for the following reasons: To increase APPN CODE 124 funds and decrease APPN CODE 118 funds in like amount, to utilize APPN CODE 124 funds subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form FR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 7, 1981

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Oregon Coast Highway in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X034
Yaquina Bay Bridge No. 1820-T (Sta. 200+90 to Sta. 214+10)

Subtotal of previous estimate of July 29, 1980		$2,830,741.81
	SUBTOTAL	$2,830,741.81
	Engineering	338,062.49
	TOTAL	$3,168,804.30

Work Retained in Program Status
(not included in amounts below)

Replace or Repair Deteriorated Structural Members	All Required	$ 50,000.00

SUMMARY OF FUNDS

APPN CODE	Pro-rata	Total Cost	Federal Funds	State Funds
114	80.0%	$ 171,100.00	$ 136,880.00	$ 34,220.00
118	80.0%	373,215.55	298,572.42	74,643.13
124	88.15	2,624,588.75	2,313,574.98	311,013.77
TOTAL		$3,168,804.30	$2,749,027.40	$419,876.90

Group 1	94%	(124)
2	0%	(118)
3	0%	(114)
9	6%	

Contract No. 9017
Prefix 21-1485
Prefix 21-1008

9017

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 9-90		County: Lincoln
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: BRF-TQF-2-4(6)
MODIFICATION NUMBER: 2	9-5-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 31, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,144,457.00	$ 3,184,672.00
Federal funds	$ 2,713,578.00	$ 2,749,027.40
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 5, 1980

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Oregon Coast Highway in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X034
Yaquina Bay Bridge No. 1820-T (Sta. 200+90 to Sta. 214+10)

Subtotal of previous estimate of July 29, 1980		$2,830,741.81
	SUBTOTAL	$2,830,741.81
	Engineering	353,930.19
	TOTAL	$3,184,672.00

Work Retained in Program Status
(not included in amounts below)

Replace or Repair Deteriorated Structural Members	All Required	$ 50,000.00

SUMMARY OF FUNDS

Appn Code	Pro-rata	Total Cost	Federal Funds	State Funds
114	80.0%	$ 171,100.00	$ 136,880.00	$ 34,220.00
118	80.0%	543,743.00	434,994.00	108,749.00
124	88.15%	2,469,829.00	2,177,153.40	292,675.60
TOTAL		$3,184,672.00	$2,749,027.40	$435,644.60

Group 1	94%	(124)
2	0%	(118)
3	0%	(114)
9	6%	

Contract No. 9017
Prefix 21-1485
Prefix 21-1008

Oregon State Highway Division
Salem, Oregon September 5, 1980

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Nonparticipating State Work

Special Public Liability and Property Damage Insurance	All Required		$ 20,000.00
Mobilization	All Required	(5%)	14,000.00
Temporary Protection and Direction of Traffic	All Required	(10%)	1,500.00
Temporary Signs	32 Sq. Ft.	$15.00	480.00
Clean and Paint Yaquina Bay (Newport) Br.	All Required		$350,000.00

STATE COPY

9017

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-39		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lincoln
MODIFICATION NUMBER 1	7-29-80	Project Number BRF-TQF-2-4(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 31, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,823,446.00	$ 3,144,457.00
Federal funds	$ 2,430,607.00	$ 2,713,578.00
Other revisions		

This modification is made for the following reasons: To include increase in construction bid items, and additional work under price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of July, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Oregon Coast Highway in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X034
Yaquina Bay Bridge No. 1820-T (Sta. 200+90 to Sta. 214+10)

Subtotal of previous estimate of Sept. 12, 1979 $2,509,730.00

Previous Estimate

Temporary Signs	240 Sq. Ft.	15.00	3,600.00
Moving Temp. Conc. Barrier	17,825 Lin. Ft.	2.00	35,650.00
Flagmen	6,500 Hrs.	25.00	162,500.00
Pilot Car	1,200 Hrs.	30.00	36,000.00
Steel Grid Decking, Domestic	36,540 Sq. Ft.	27.50	1,004,850.00
			$1,242,600.00

Revised Estimate

Temporary Signs	436 Sq. Ft.	15.00	$ 6,540.00
Moving Temp. Conc. Barrier	52,162.5 Sq. Ft.	2.00	104,325.00
Flagmen	9,300 Hrs.	25.00	232,500.00
Pilot Car	3,300 Hrs.	30.00	99,000.00
Steel Grid Decking, Domestic	36,583.81 Sq. Ft.	27.50	1,006,054.78
Welded Steel Grid Decking (P.A. #2)	36,583.81	2.16	79,021.03
Reinforce Conc. Barrier (P.A. #3)	1,350 Lin Ft.	8.30	11,205.00
Weld Grid Decking to Anchor Plates (P.A. #6)		All Required	21,475.00
Drill & Align Expans Joint Plates (P.A. #8)		All Required	3,491.00
			$1,563,611.81

Increase	321,011.81
Subtotal	2,830,741.81
Engineering	313,715.19
Total	$3,144,457.00

Work Retained in Program Status
(not included in amounts below)

Replace or Repair Deteriorated Structural Members All Required $ 50,000.00

SUMMARY OF FUNDS

Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
114	80%	$ 171,100.00	$ 136,880.00	$ 34,220.00
118	80%	543,743.00	434,994.00	108,749.00
124	88.15%	2,429,614.00	2,141,704.00	287,910.00
TOTAL		$3,144,457.00	$2,713,578.00	$430,879.00

Group 1-94% (124)
2- 0% (118)
3- 0% (114)
9- 6%

Contract No. 9017
Prefix 21-1485
Prefix 21-1008

Oregon State Highway Division
Salem, Oregon July 29, 1980

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Nonparticipating State Work

Special Public Liability and Property Damage Insurance	All Required		$ 20,000.00
Mobilization	All Required	(5%)	14,000.00
Temporary Protection and Direction of Traffic	All Required	(10%)	1,500.00
Temporary Signs	32 Sq. Ft.	$15.00	480.00
Clean and Paint Yaquina Bay (Newport) Br.	All Required		350,000.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 9-10 5, ~~9-63~~ 9-141	FEDERAL-AID PROJECT AGREEMENT 1 31 17	County Lincoln
		Project No. BRF-TQF-2-4-(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Yaquina Bay Bridge (Newport)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.250
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata FEDERAL FUNDS
$2,823,446.00	(14) 36,880.00 (18) 434,994.00 $ (24) 1,858,733.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 9-31-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Oregon Coast Highway in Lincoln County

Project Agreement Estimate.

Type Code X034
Yaquina Bay Bridge No. 1820-T (Sta. 200+90 to Sta. 214+10)

Mobilization	All Required	(95%)	$ 266,000.00
Temporary Protection and Direction of Traffic	All Required	(90%)	13,500.00
Temporary Signs	240 Sq.Ft.	$ 15.00	3,600.00
Temporary Concrete Barriers, Lighted	1,600 Lin.Ft.	20.00	32,000.00
Moving Temporary Concrete Barriers	17,825 Lin.Ft.	2.00	35,650.00
Temporary Impact Barrier Modules	4 Each	500.00	2,000.00
Flagmen	6,500 Hour	25.00	162,500.00
Pilot Car	1,200 Hour	30.00	36,000.00
Temporary Illumination	All Required		20,000.00
Bridge Removal Work	All Required		300,000.00
Structural Concrete, Class 3300 (245 cy.)	All Required		50,000.00
Structural Concrete, Class 4500 (455 cy.)	All Required		100,000.00
Expansion Joint, Type 300	168 Lin.Ft.	150.00	25,200.00
Expansion Joint, Type 400	56 Lin.Ft.	200.00	11,200.00
Coated Reinforcement (46,000 lbs @ $0.80)	All Required		45,000.00
Alternate "A"			
*Steel Grid Decking, Domestic	36,540 Sq.Ft.	27.50	1,004,850.00
Safety Cables, Ladders, and Decking Domestic	All Required		75,000.00
Two Tube Metal Railing, Domestic	2,562 Lin.Ft.	30.00	76,860.00
Pedestrian Handrail	2,602 Lin.Ft.	60.00	156,120.00
6-inch Standard Steel Pipe	910 Lin.Ft.	20.00	18,200.00
Rubberized Pavement	340 Ton	100.00	34,000.00
Navigation Lighting	All Required		40,000.00
			$2,507,680.00

*Includes $34,220 for Membrane Protection for Steel Deck Stringers Category II Experimental.

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. BRF-TQF-2-4(6)

Anticipated Items		
Permanent Pavement Striping	All Required	$ 450.00
On-The-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 2,050.00
	Subtotal	$2,509,730.00
	Engineering	313,716.00
	Total	$2,823,446.00

Length of Project - - - - - - - - - - - - - - - 0.250

Work Retained in Program Status
(Not included in amounts below)

Replace or Repair Deteriorated Structural Members	All Required	$ 50,000.00

SUMMARY OF FUNDS

Apprn. Code	Pro-Rate	Total Cost	Federal Funds	State Funds
114	80%	$ 171,100	$ 136,880 (114)	$ 34,220
118	80%	543,743	434,994 (118)	108,749
124	88.15%	2,108,603	1,858,733	249,870
Totals		$2,823,446	$2,430,607	$392,839

Group 1	94% (124)
2	0% (118)
3	0% (114)
9	6%

Contract No.
Prefix: 21-1485
Prefix: 21-1008

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. BRF-TQF-2-4(6)

Yaquina Bay Bridge (Newport) Section
Nonparticipating State Work

Special Public Liability and Property Damage Insurance	All Required		$ 20,000.00
Mobilization	All Required	(5%)	14,000.00
Temporary Protection and Direction of Traffic	All Required	(10%)	1,500.00
Temporary Signs	32 Sq.Ft.	$ 15.00	480.00
Clean and Paint Yaquina Bay (Newport) Br.	All Required		350,000.00

#9017 6-16-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-TOF-2-4(6)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 90263

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/14/81
8. FEDERAL ROUTE NUMBER: Primary 2
9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:
Yaquina Bay Bridge (Newport)

11. GENERAL DESCRIPTION OF WORK
Furnish and install Saf-T-Mount sections

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of May 14, 1981 as requested in Mr. Keasey's letter of June 10, 1981 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $5,976.80 Federal Funds $5,268.00.

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO
Mackey
FOR

Insp	Insp.	R/D	D/R	Sch	Act	File

orig. to 6/18

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/16/81	S. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9017

L.

May 13, 1981

Mr. Robert L. Burns
Attorney at Law
P. O. Box 676
Gresham, OR 97030

COM 5
#9017

Dear Mr. Burns:

Thank you for a copy of your letter dated May 6, 1981, to Peter Kiewit Sons' Company with an attached Release reciting payment in full of a claim previously filed on behalf of Albany Iron Works.

This was in connection with the Peter Kiewit Sons' Company Contract No. 9017 for deck repair and painting of the Yaquina Bay Bridge (Newport) in Lincoln County.

This information will be noted in our records. We note that you have also advised the surety of this payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Peter Kiewit Sons' Co.
215 South "C" Street
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

NOTED ON C...
gs 5/13/81

ROBERT L. BURNS
ATTORNEY AT LAW
515 N.E. ROBERTS
P.O. BOX 676
GRESHAM, OREGON 97030
TELEPHONE (503) 665-9148

May 6, 1981

Bruce Clawson
Peter Kiewit Sons' Company
1000 Kiewit Plaza
Omaha, Nebraska 68131

Re: Albany Iron Works

Dear Mr. Clawson:

As requested in your letter of April 28th, enclosed is an executed Release reciting payment in full of the Yaquina Bay Bridge Job No. 6104. By copy of this letter I am sending your check to Albany Iron Works and also notifying the State of Oregon of the payment in full of this account including the retainage which was made the subject of a supplemental notice to the Department of Transportation. A copy of the letter is also going to the bonding company. I believe that this completes this matter and I will close my file thereon unless I hear to the contrary from you.

Very truly yours,

Robert L. Burns

ROBERT L. BURNS

enc.

c.c. Aetna Casualty & Surety Co.
Robert W. Gormsen of Department of Transportation (w/enclosure)
Albany Iron Works

RLB/hs

1201

FULL RELEASE

FOR AND IN CONSIDERATION of the sum of Four Thousand Ninety Two Dollars and Fifty Nine Cents ($4,092.59), receipt and sufficiency of which are hereby acknowledged, ALBANY IRON WORKS, INC. does hereby fully, finally and forever release and discharge PETER KIEWIT SONS' CO. ("Kiewit"), its successors and assigns, of and from any and all claims, debts, obligations, liability, demands, lien and bond rights, actions or causes of action whatsoever arising out of, or connected with furnishing labor, material, equipment and services to Oregon State Department of Transportation Contract No. 9017, Yaquina Bay Bridge Deck Repair and Painting, Newport, Oregon, Kiewit Job No. 6104.

SIGNED this 4th day of May, 1981.

ALBANY IRON WORKS, INC.

By Thomas H. Shuttuck

Title Secretary-Treasurer
ALBANY IRON WORKS, INC.

9017 5472

L.

bc: Jack Sollis
C. T. Keasey

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1981

IN REPLY REFER TO
FILE NO.

RECEIVED
APR 28 1981
NORMA PAULUS
SECRETARY OF STATE

9017

FILED
APR 28 1981
NORMA PAULUS
SECRETARY OF STATE

Mr. Robert L. Burns
Attorney at Law
515 N. E. Roberts
Gresham, OR 97030

Dear Mr. Burns:

This will acknowledge your letter of April 8, 1981, in connection with Contract No. 9017 stating that the claim of Albany Iron Works is now $28,014.71 rather than $5,115.74 as previously filed on September 2, 1980.

The claim was in reference to the Peter Kiewit Sons' Company Contract No. 9017 for deck repair and painting on the Yaquina Bay Bridge in Newport.

Your letter indicates that you filed a copy of your claim with the Secretary of State, contractor and the surety on the project.

Please advise this office when the claim has been paid.

As requested, we are attaching a copy of the performance bond and of the supplemental performance bond.

Sincerely,

NOTED 0
7/14/81

Robert W. Gormsen
COMMISSION SERVICES

Attachments
cc: Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
Bond Dept.
200 Market Bldg., Suite 1500
Portland, OR 97201

bc: Secretary of State - Please advise us on the attached copy of this letter of your filing date and number on the above claim filed directly by the attorney. (Copy of claim is attached for reference.)

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we Peter Kiewit Sons' Co., a Nebraska corporation, duly authorized to do business in the state of Oregon, by and through its corporate officials doing business at 215 South "V" Street, Vancouver, Washington 98663
as principal, and

the Aetna Casualty + Surety Co.

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of
Two Million Eight Hundred Ninety-Three Thousand Six Hundred Sixty Dollars

($2,893,660.00) Alternate "A"

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 30th day of August, 19 79.

Peter Kiewit Sons' Co.
Principal

By [signature]

By William E. Grewcock Vice-President

Principal

By

By

By

THE AETNA CASUALTY & SURETY COMPANY
Surety

By [signature]
Attorney in Fact
Joseph M. Fenton

By
Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SU[illegible]
IN[illegible]ION - DEPT. OF COMMERCE
BY [signature]

SUPPLEMENTAL PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That we Peter Kiewit Sons' Co.

as principal, and THE AETNA CASUALTY & SURETY COMPANY

as surety, a corporation duly organized and existing under and by virtue of the laws of the State of Connecticut and duly authorized to transact the business of surety in the State of Oregon, are jointly and severally held and bound unto the State of Oregon in the sum of Thirty-five thousand and 00/100— ($ 35,000.00 —) Dollars, for the payment of which we jointly and severally bind ourselves, our heirs and executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas, the principal herein has, on or about the 30th day of August, 19 79, made and entered into a certain agreement with the State of Oregon, by and through the Oregon Transportation Commission, which agreement is more fully described as Yaquina Bay Bridge (Newport), Deck Repairs & Painting Project, Contract No. 9017, under which agreement the principal agrees to furnish certain materials and to perform certain work which he agrees to do in accordance with the terms, conditions and requirements as set out in said agreement, and whereas, in connection with said contract, the principal and others have executed a written warranty, a copy of which warranty is attached hereto and by this reference made a part hereof;

And, whereas, the principal has therein undertaken to warrant the work of cleaning and painting structural steel against any defects, as therein defined, for a period of at least one year from the date of formal acceptance of the project by the State of Oregon.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such warranty and shall well and truly perform all matters and things by him undertaken to be performed under said warranty upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall indemnify and save harmless the State of Oregon against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said warranty by the contractor or subcontractors, then this obligation is to be void, otherwise to remain in full force and effect.

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Transportation Commission.

Signed and sealed this 30th day of August, 19 79.

THE AETNA CASUALTY & SURETY COMPANY

SURETY Joseph M. Fenton
Attorney-in-fact

By Joseph M. Fenton

Countersigned:

Resident Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE

BY Diane E. Krieg

PRINCIPAL Peter Kiewit Sons' Co.

By William L. Grewcock
(Official Capacity)
William L. Grewcock Vice-President

Attest: R. C. Kalasinsky
Secretary

R. C. Kalasinsky Assistant Secretary

W A R R A N T Y
Paint Quality

THIS WARRANTY, made by Peter Kiewit Sons' Co. (Contractor)
of 1000 Kiewit Plaza; Omaha, Ne 68131 and
of _____
hereinafter called "Warrantors", in favor of the State of Oregon,
hereinafter called "State";

W I T N E S S E T H:

RECITALS:

1. State is cleaning and painting structural steel on the Yaquina Bay Bridge (Newport) Section on the Oregon Coast Highway in Lincoln County, Oregon.

2. Under the provisions of Contract No. 9017, pertaining in part to painting on said project of structural steel, entered into by State and Peter Kiewit Sons' Co. (Contractor)
_____, in which contract, _____
Peter Kiewit Sons' Co. is
(Contractor)
required to furnish to the State a written warranty for the paint system warranting against defect as stated in said contract for a

period of one year from the date of acceptance by the State of Oregon by and through its Department of Transportation, Highway Division, of Peter Kiewit Sons' Co. (Contractor) work under said contract.

NOW, THEREFORE, in consideration of the foregoing, Warrantors hereby agree and warrant that in every case in which any defect, as described in Contract No. 9017, occurs within said one-year period, Warrantors shall, forthwith upon receipt of written notice of such defect repair said defected area.

It is expressly understood and agreed that the warranty and obligations herein set forth are made and undertaken by Warrantors to and for the benefit of the State.

IN WITNESS WHEREOF, Warrantors have set their hands as of this 12th day of September, 1979.

Peter Kiewit Sons' Co.

ATTEST:

R. C. Kalasinsky

R. C. Kalasinsky Assistant Secretary

William L. Grewcock

Contractor

William L. Grewcock Vice-President

James P. Sales

9017

L.

ROBERT L. BURNS
ATTORNEY AT LAW
515 N.E. ROBERTS
P.O. BOX 676
GRESHAM, OREGON 97030
TELEPHONE (503) 665-9148

April 8, 1981

REGISTERED MAIL - RETURN RECEIPT REQUESTED

Department of Transportation
Salem, OR 97310

Re: Reference File CON59017

Gentlemen (Ms.):

Supplementing the notice of Albany Iron Works dated September 2, 1980, for extra material on the Yaquina Bay Bridge, Contract No. 9017 in the amount of $5,115.74, the claim of Albany Iron Works is now $28,014.71 as the result of the failure of the contractor to pay the contract retainage in the amount of $22,898.97.

A copy of this letter is being sent to the Secretary of State for filing and is being furnished to the contractor and the bonding company. Unless this claim is paid within ten days of the date of this letter, action will be commenced for collection of the claim plus attorney's fees and court costs permitted by statute.

Very ~~truly~~ yours,

Robert L. Burns

ROBERT L. BURNS

c.c. Peter Kiewit Sons' Company
Aetna Casualty & Surety Company
Secretary of State

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RLB/hs

P.S. Would you please furnish a copy of the bond for the necessary information on filing the complaint?

9017

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NARRATIVE REPORT

Yaquina Bay Bridge (Newport)

Deck Repair & Painting

F.A. #BRF-TQF-2-4(6)
Contract 9017
March 1981

Oregon Coast Highway
Lincoln County
Charles W. Elroy, Resident Engineer

HISTORY

This contract concerned the deck repair and painting of the Yaquina Bay Bridge in Newport. Completed in 1937, this bridge had been exposed to the harsh coastal environment for 41 years. Its 6" reinforced concrete deck had deteriorated to the point where large areas of concrete were spalled, leaving the bottom mat of reinforcing steel exposed and corroding. Falling concrete posed a hazard to boat traffic below and, left uncorrected, the deck would have become a danger to the traveling public.

Under this contract the old concrete deck, sidewalk and railings were removed within the 3 steel spans of the structure. These were replaced with a concrete-filled galvanized steel grid deck, epoxy-coated steel reinforced concrete sidewalks and a galvanized steel pedestrian railing. To this was added a galvanized steel traffic-barrier rail, safety climbing equipment (climbing cleats, ladders and cables) and painting of the existing structural steel just above and below the deck.

Project length was 1320 ft. involving two 350 ft. steel deck arches (spans 1 & 3) and one 600 ft. steel through arch (span 2). Roadway width is 27' with two 5' sidewalks. The contract was awarded to Peter Kiewit Sons' Co. on August 30, 1979 at a low bid of $2,893,660.00.

CONSTRUCTION SEQUENCE

Due to the unusual nature of this project, we are including this description of the construction sequence. Beginning in October of 1979, the project signing and temporary luminaires were installed. Then, using flagmen for traffic control, the contractor began installing a work deck on the east half of the structure about 7 ft. below the existing deck. At the same time, the bridge deck was sawcut on centerline and bolt holes were drilled for anchoring the temporary concrete traffic barriers. With the temporary barrier rail set to block the east lane of traffic and the work deck in place, the contractor began removal of the concrete sidewalk and parapet railing in span 3 in November. Traffic was handled with flaggers and pilot car 24 hrs/day, Monday Thru Friday.

The median barrier was moved out to the bridge centerline on Monday mornings to provide a work area for the contractor and set back against the curb on Friday evenings to allow 2-way traffic on weekends.

The first shipment of grid decking arrived from the galvanizers in Ohio early in December. This and the subsequent 2 shipments were rejected for poor galvanizing. These grids were returned to the supplier, L.B. Foster Co., at their Clackamas, Oregon plant for welding and galvanizing repairs. In mid-December, when the grids began arriving after repairs, the contractor began removal of the old concrete deck at Pier 4, working north towards pier 3.

The deck, having been cut on centerline, was then cut transversly

every 6'-3". The old deck was removed in essentially the same size sections as the new grid deck panels (6'-3" x 14'-0"). A 13-ton hydrocrane and a 10-CY dump truck were used for the removal. With the deck and sidewalk support exposed, the top surfaces of all steel floor stringers, sidewalk support channels and sidewalk brackets were sand-blasted to a "Commercial Blast" finish and coated with 50 mils of Chevron Industrial Membrane.

After a 4 to 6-hour membrane curing time, the grids were set in place on elastomeric bearing strips. A 2½-ton flatbed truck, fitted with a special boom and winch, was used to move and set the grids. The deck stringers were then drilled and the grids were "spot bolted" in place. The grid-laying truck would then back out onto the new grid to set the next. In this manner, installation of the grids followed but did not interfere with the deck removal crew. A crew of ironworkers would complete the grid bolt-down as work space became available.

Once a number of grids had been bolted in place, carpenters began blocking and forming the bottom of the deck in preparation for deck concrete pour. The grids were then washed by a commercial cleaning company and filled shortly after with a 3/4"-0, Class 4500 Hi-Early strength concrete. The concrete delivery trucks could chute the mix directly on the grids with final placement being all hand work with shovels and vibrators. A rotary slab finishing machine was used for the final leveling of the mix. All deck concrete was poured by Wednesdays to allow a 48-hour minimum cure time before opening the lane to traffic on Friday nights.

Following the deck pour, sidewalks and curbs were formed and poured using a Class 3300 concrete.

Next came the installation of traffic and pedestrian railings, safety climbing cleats, ladders & platforms. The deck repair work was essentially complete early in July 1980.

The painting subcontractor, Northwest Protective Coatings, Inc., began rigging for painting using Kiewit's scaffolding in April 1980 and completed the painting in late October 1980.

PROPOSED STAGE CONSTRUCTION

The stage construction as outlined on the contract plans did not seem to take into account the size of the labor force needed to complete the project on time or the use of specialized union labor. The 200' work area as allowed would not have provided space for a full week's work for the deck removal crew of laborers, the sandblast and membrane crew of laborers, the grid crew of ironworkers and the forming crew of carpenters.

TRAFFIC CONTROL

Because of the necessary changes in the planned stage construction, traffic control items were increased significantly and required an

increase in project authorization. This included flagging and pilot car hours and moving temporary concrete barriers.

We began the project using 2 flagmen and a pilot car, but after a rear-end accident and several near misses, advance flagmen were added to warn traffic to slow down. It became apparent after using a warning flagman north of the structure (in-town traffic) for several days that the traffic pattern did not warrant the extra flagman and the position was eliminated. However, the south end warning flagman was kept during daylight hours because traffic lines would back up around the long blind curve south of the bridge.and get beyond the project signing. This flagman would keep moving back as the traffic line lengthened to warn the travelers.

As suggested by Dick Young, Region Safety Officer, at the pre-construction meeting, an emergency warning buzzer was installed on the bridge by Pacific NW Bell and connected thru the local police dispatcher. The buzzer warned flagmen to clear the bridge of traffic for emergency vehicles. This system worked fairly well once the different emergency services became acquainted with the timing needed to clear the bridge.

There were several minor accidents on the project (mostly rear-enders) but no injuries were reported. The worst accident involved a motorist who suffered a heart attack while stopped on the bridge. His foot slipped from the brake to the accelerator and his car shot thru an opening in the concrete barrier rail, hitting a barrier placed against the curb. If no barrier had been at the curb, the car would likely have gone into the bay.

The only other problem was that traffic lines tended to get rather long. This caused some consternation among the local citizenry.

CONSTRUCTION

1) Galvanized Grid Decking: The contract called for the use of 14' x 6'-3" galvanized steel grid panels to replace the old deck. These grids were bolted to the steel deck stringers and to each other and later filled with high-early strength concrete. The grid steel is A-588 (Cor-Ten). The manufacturer and supplier was L.B. Foster Co. The grids were fabricated in Pennsylvania and galvanized in Ohio.

   Early in the fabricating stage, several problems arose relating to the grid design. The small bearing bars could not be "friction-fit" as called for on the plans and it was agreed that a welded connection would be more appropriate. Price Agreement No. 2 was written for $79,022 to cover the added cost.

   An open seam between the grid anchor plates and the grid bearing bars allowed moisture or "pickling" acids to become trapped between them. These contaminants would "explode" when the grids were being hot-dipped and the result was a bare spot where the galvanizing did not adhere. Price Agreement No. 6 was written for $21,475 to pay for closing the open seams with welds.

Narrative Report
Yaquina Bay Br. (Newport)
Deck Repair & Painting
March 1981

Welding of the A588 steel and galvanizing of the grids proved to be a problem throughout the project. Almost all of the 420 grid panels required extensive repairs due to pinholing, chipping, poor weld clean-up, etc. There repairs consisted of welding, sandblasting, flame-spray metalizing (galvanizing) and coating with a phenolic sealer. This method of repair was approved by John Jenkins of the Materials Section.

Because of the cost involved, the supplier elected to try stripping and re-hot-dipping the entire grid. This was done with very satisfactory results. However, the supplier found this to be even more expensive. L.B. Foster then requested and received permission from Mr. Jenkins to fall back to the previously-mentioned method of repair. That method was then used throughout the remainder of the project. L.B. Foster Co. is presently pursuing a claim amounting to $109,000 against the State for alleged damages incurred due to improper inspection and excessive repairs.

We, in this office, feel that the repaired product still does not meet the contract specifications for galvanizing and was accepted by the Materials Section over our objections.

We suggest that in the future, with an item of this specialized nature & magnitude, 1) a qualified Oregon inspector be present at the point of manufacture to head off these problems before they get out-of-hand, as occurred here, and 2) whenever possible, as may have been the case here, a sample of the product be fabricated prior to finalizing the plans and specifications to identify and prevent problems that may occur in manufacturing.

Installation of the grids went fairly smoothly except where the existing sidewalk brackets were irregularly spaced or the stringer splice plates were longer than those shown on the plans. These conditions required frequent field modification of the grids and could possibly have been prevented with a more thorough investigation of the existing structure or a good set of "as-constructed" drawings.

In passing, we wondered if the use of the expensive A588 steel under the galvanizing isn't overkill. The rest of the old structure is still ordinary steel which is only painted. Also, we questioned the need for so many grid hold-down bolts, 2 every 13½" down all seven stringers, while the old deck had only one welded stud every 18 ft. on the interior stringers and welded "Z" bars only on the exterior stringers.

2) Membrane Coating: All steel members that would be inaccessable after the new sidewalks and deck were in place were sandblasted and coated as specified in the Special Provisions with Chevron Industrial Membrane. This membrane is applied in liquid form and cures to a rubber-like consistency. Generally, we believe the product to be satisfactory but we found it messy to apply and very sensitive regarding storage,

handling and mixing. Strict adherance to the manufacturer's recommedations and the use of trained personnel are necessities.

For those wanting more information regarding this product and its application, please refer to the special report submitted to Don Beecroft of the the Materials Section. Annual reports will be submitted by our region bridge inspector concerning the membrane's performance.

3) Climbing Safety Equipment: Climbing cleats, cables, platforms and ladders were installed on the 3 steel arch spans to facilitate bridge inspection. Fabricator was Albany Iron Works of Albany, OR. All materials were galvanized.

Several plan changes were made and approved once the project was under way:

a) Plans called for support of the ladders with "L" brackets on one side only except at the top and bottom. "U" brackets and double "L" brackets were substituted to increase ladder stability. Several ladders were relocated due to inadequate climbing clearances next to the piers.

b) The safety cable was to be installed in one line from end to end on each arch and tensioned in place. This was changed to individual cables that spanned from bay to bay and are tightened by individual turnbuckles. Installation was much easier and each bay can still be tightened, replaced or repaired as needed.

The plans called for a ½" diameter galvanized safety cable. There was nothing to indicate the type or size of wire or number of strands to be used. This caused problems because the fabricator wanted to use a 19-strand cable for workability but the Materials Section said "no" because of galvanizing problems. Eventually, a 7-strand 3/8" diam. cable was approved. This was more workable than the ½" and as the 3/8" had been already used on the Astoria bridge, the same size of cable (Tulito) clamps can be used on both structures.

Installation of the cable was shown to be 4' perpendicular to the arch chord. This was fine as long as the chord was not too steep. However, when the chord does get steep, that 4' perpendicular distance is about 7' vertically. What that means to a man climbing is that his safety line is either 2' behind him or over his head, not at his waist. Actual installation was altered with this in mind.

c) Safety climb rails were shown on the plans to be installed on the short ladders next to the landing

cages but were omitted on the major upper to lower chord laddors. Price Agreement No. 17 was written to add these extra rails to the project. Shop drawings were submitted and approved, but one detail was overlooked. The rail goes so far down the ladder that there is no way to safely remove the climber's rail clamp. This situation is now being studied and will be corrected under a State Force Order.

d) Installing the 2" x 2" x 18" galvanized angle climbing cleats was handled by two methods. First, as indicated by the plans, was by removal of 2 rivets in the top of chords and replacing these with high-strength bolts. This method was satisfactory once it was determined how to get the proper torque on a galvanized bolt (they need to be lubricated), but removal of rivets proved to be time consuming. The second approved method used a smaller bolt set in newly drilled holes in the chords. Here, bolt torque was not as critical and the the drilling operation proved to be much faster that rivet removal.

With these wrinkles ironed out, we believe this climbing system to be a good one. It will serve to make periodic inspections easier, faster and above all, safer.

4) Rubberized Pavement: For those not familiar with this mix, it contains ½% latex rubber, 9½% liquid asphalt and essentially a ¼ - 0 aggregate. It is intended to double as a wearing surface and a deck seal.

Paving was subcontracted to Wildish Construction of Corvallis. A test strip, as required by the Special Provisions, was laid on another concrete bridge deck. This served to acquaint the paving crew and inspectors with the new material. We found the mix to have some unusual characteristics. Most of the compaction was achieved by the paver's vibrating screed. The 1¼" mat deflected less than 1/8" under the roller on the 1st pass and there were virtually no roller marks on the 2nd pass. At times even the 1st pass left only light roller marks.

Temperatures below 275 degrees left the mix unworkable. Raking below this temperature would only roughen and tear the surface.

Even with the paving machine slowed as much as possible, it tended to pull and tear the surface of the mat.

Because of the long haul (60 miles) from the plant, the mix temperature had dropped from 355 degrees to the 290 degree range at laydown. It also cooled rapidly with the thin (1¼") lift. This made it difficult to match the metal expansion joint dams as this work was done by hand. As a result, the ride over most of the joints is rough.

For an undetermined reason, the final surface of the mat is wavy, creating a choppy ride. This may have been caused by deck vibration, not enough heat being applied by the paving machine and pulling the mat or too

fast a roller speed. A newer paver was used for the east lane laydown (2nd day of paving). The paver and roller were run at as slow a speed as was practical. This did seem to produce a smoother riding surface.

At one time the paving machine was stopped for about 10 minutes. When it was restarted, the material that was under the machine had cooled, producing a bump that could not be raked out. It was eventually removed by grinding. We found that stops should have been made only at the paving dams.

The rubberized pavement item underran the bid quantity of 340 tons by 32%. This 340 tons was calculated during the location assuming a 1½" mat thickness, a 6% liquid asphalt content and an aggregate specific gravity of 2.85 (yielding a bulk specific gravity for the mix of 2.47). However, the contract plans called for a 1¼" pavement thickness with a mix design bulk specific gravity of 2.23 at 100% compaction. Actual compaction achieved on the structure averaged 95%. The low bulk specific gravity of the mix was due to a high asphalt content and lighter rock.

5) Bridge Removal: Several unanticipated items cropped up during the deck removal:

   a) The deck stringers, as they neared the piers, were not parallel with the deck (up to 2⅛" off center - see PA #8). This meant some of the deck had to be resawn and the expansion joint paving dams redrilled in the field.

   b) Deck hold-down studs, not shown on the plans, needed to be cut off before the old deck could be removed (see PA #14).

   c) Span 2 floor stringer splice plates were longer than the plans indicated and this meant field modifications of the grid anchor plates.

   d) Misaligned sidewalk supports in Span 1 meant another field modification of the grid (see PA #11 & 18).

The price agreements listed here totaled $17,000 and could possibly have been avoided with a good set of "as-constructed" drawings.

While removing the deck and sidewalk in span 2 on the westerly side it was noticed that the expansion joint openings we had set on the easterly side had changed. The 4 joints had been set at a 1½" opening, but the rapid unloading of the westerly side from the south end had caused the entire span 2 deck, suspended from the thru-arch, to shift to the south. The span 2 joint at pier 3 closed tight and the joint at pier 2 opened to over 3". The intermediate expansions had also changed. In addition, all the span 2 floor stringers at pier 3 were lifted 1/8" to ¼" off their bearing plates. Heavy traffic would bang the stringers

Bridge Section and Herb Schell of the FHWA were notified and their conclusion was to monitor the movement and see, when reloaded, if the span would resume its original position. The movement was monitored and the deck did shift part way back (at pier 3 the joint is 1" and at pier 2 it is 2"+). However, the stringers did not set back onto their bearing plates at pier 3 and did require steel shims between the stringer and bearing plates. It appears that no damage has resulted from the movement. We would recommend that in a project of this nature, a more thorough study be made of the effects of the dead load removal.

6) Structure Repair & Condition: Under the anticipated item of bridge repair, severely rusted rivets were replaced and wind braces and sidewalk overhang supports were repaired.

A hundred of so rivets in the steel hangers and chords behind the curbs had badly rusted rivet heads. These were in difficult-to-paint areas shich had not received a good cleaning and painting for many years. Removal of the deck left the rivets accessable and they were replaced with high-strength galvanized bolts.

Several wind braces in spans 1 & 3 were found to have broken cover plate welds and these were repaired. At the upper end connection of the braces, the channel webs were actually swollen from rust forming between the web and floor beam support web. We had the rivets removed, the rusted area sandblasted, coated with red lead paste, high-strength galvanized bolts installed and sealed with silicone caulk. We only repaired those areas that were easily accessable from the contractor's work deck.

Several sidewalk braces in span 3 were found to be badly rusted when the deck was removed. These required reinforcing with a welded steel plate.

These repairs, totaling $12,390, were paid by price agreement No. 19 from anticipated item funds.

Upon further indpection we found many rivets with badly rusted heads, but for lack of time they could not be replaced under this contract.

State forces have repaired a crack in one of the Span 2 floor beams, discovered during the painting, and replaced badly rusted anchor bolt nuts on all 3 spans.

We recommend a rivet replacement and repair program prior to or in conjunction with a thorough painting of all structural steel. The painting is needed now.

7) Structural Painting: The structural steel painting employed a 3-coat vinyl system consisting of one 2-mil prime coat of medium-build vinyl and two 3-mil coats of a high-build vinyl. Price Agreement No. 13

was written at the subcontractor's request to document substitution of Carboline Rustbond 6C vinyl primer for the Mobil 80-R-8 Val-Chem vinyl primer specified. Included in this painting was all structural steel 3' above the deck and about 5' below. Steel surface preparation conformed to the Steel Structures Painting Council Specification SSPC-SP 6-63 "Commercial Blast Cleaning" (Pictorial Standard SA 2 of ASTM 2200).

Our painting subcontractor was Northwest Protective Coatings of Portland. They proved to be cooperative and conscientious. Our working relationship was a good one. The main equipment used was a 20-ton sand pot and 2 compressors (700 & 900 cfm). Sand was piped thru steel lines from the north end of the structure. This system seemed to work very well. Scaffolding consisted of 2 rolling platforms suspended from the sidewalks and cables stretched between piers to support planking. The painters began work in May 1980 and were completed by the end of October.

The only real problem encountered with the painting was at the interface between the paint and the Chevron Industrial Membrane. Sandblasting would lift the membrane if it was not tightly adhered. This created a "flap" that would keep the stringer edge from being painted. There may be problems with this area in the future.

The paint is now under a 1-year warrantee as specified in the Special Provisions. This will expire October 31, 1981.

8) Other Design Problems:

a) Approximately $20,000 has been spent on deck drains for this structure. And because of their very small size and no maintenance cleaning, they are already blocked with sanding rock and debris and doing no good whatever. These drains are so small that they hardly need a grate.

b) Use of the Type 300 & 400 expansion joints specified for this project are another sore point. All of these joints are constantly full of sanding rock & debris. The "V" is much too deep to be self-cleaning.

c) For bridges of this type, where steel members (deck hangers, chords, etc.) pass through the deck or sidewalks, more clearance could be provided between the concrete & steel. As it is, these areas are very difficult to properly paint and sandblast.

CONCLUSION

Our contractor, Peter Kiewit Sons' Co., was, for the most part cooperative. We had a satisfactory working relationship. Their job site safety program, which included all personnel wearing flagging vests, was commendable.

This was an interesting and educational project. The new deck, with the galvanized steel, epoxy-coated rebar and Chevron Industrial Membrane,

should enjoy a long life. However, ride and appearance are marred by the rough paving. We were pleased to see the safety climbing equipment installed and a pedestrian railing designed to compliment the old structure. This project included only 1320 ft. of a 3223 ft. structure. The remaining 2000 ft. are left in a deteriorating condition. This will require the State's attention in the near future or look for a bridge replacement.

Charles W. Elroy
Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

Project: Yaquina Bay Bridge (Newport)
Highway: Oregon Coast
County : Lincoln

Contract No.: 9017
Prefix NO. 21-1008
FA No,: BRF-TQF-2-4(6)

SUMMARY

ITEM	AUTHORIZATION	SEMI-FINAL ESTIMATE	+ - %
Bid Items	$2,893,660.00	$3,051,122.48	+ 5 %
Anticipated Items	$ 52,050.00	14,110.00	- 73 %
Increase in project authoriz.	$ 337,578.05		
Contingencies	$ 132,556.95	159,319.19	+ 20 %
Increase Engin. authoriz.	$ 21,858.20		
Engineering	$ 235,656.80	243,615.00	+ 3 %
TOTAL	$3,673,360.00	$3,468,166.67	- 5.6%

Substantial overruns and underruns are listed and explained as follows:

BI #	ITEM	UNIT	AUTHORIZATION	SEMI-FINAL ESTIMATE	+ - %
4	Temporary Signs	Sq. Ft.	416.5	498	+ 20 %

Contract Sign quantity was 272 Sq. Ft.. This amount was grossly inadequate to protect and direct traffic. A second authorization increased the quantity to 416.5. Additional signing was needed as unforeseen conditions occured.

6	Moving Temporary Concrete Barriers	Lin. Ft.	57,080	52,162.5	- 9 %

The original contract quantity of 17,825 lineal feet was based on an unrealistic work schedule. A second authorization increased the quantity to 57,080. This total was not needed due to an increase in the efficiency of the contractors operation.

8	Flagmen	Hours	9,300	8,095.75	- 13 %

Original contract quantity of 6,500 hours did not include advance warning flagmen. These flagmen were added with the approval of the Region Traffic Engineer. A second authorization increased the quantity to 9,300 hours but was not all needed due to increased efficiency of the contractors operations.

BI#	ITEM	UNIT	AUTHORIZATION	SEMI-FINAL ESTIMATE	+/-
9	Pilot Car	Hours	3300	3039.5	-8%

Original contract quantity of 1200 hours did not anticipate using the pilot car 24 hours per day during the week as it became necessary to do. A second authorization increased the quantity to 3300 hours.

25	Rubberized Pavement	Ton	340	231.43	-32%

This underrun was caused by the following factors

1. The location estimate was calculated on 1½ " thickness where the contract called for a 1¼" thickness
2. The location called for a 6% asphalt content where the contract called for 9.5%
3. The location was calculated with a bulk specific gravity 2.47 The contract mix design bulk specific gravity was 2.23 at 100%compactio. Actual compaction averaged 95%.

The low bulk specific gravity was due to the high asphalt content and a lighter rock. Using the 1¼" thickness and lower specific gravity the project quantity calculates to 242 ton.

9017

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yaquina Bay Bridge	WEEK ENDING: March 28, 1981
	SECTION PREFIX: 21-1008
HIGHWAY: Oregon Coast	COUNTY: Lincoln
NAME OF JOB: Yaquina Bay Bridge (Newport)	KIND OF WORK: Deck Repair
CONTRACTOR: Peter Kiewit Son's Co.	CONTRACT NUMBER: 9017
	FEDERAL AID PROJECT NUMBER: BRF-TQF-2-4(6)
DATE OF CONTRACT: 8/30/79	DATE WORK STARTED: 10/15/79
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:
	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 360
	CALENDAR DAYS USED: 373
PROJECT AUTHORIZATION: $ 3,673,360.00	SPECIFIED COMPLETION DATE: 11/15/81
	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $ 3,415,845.00	ENGINEERING AUTHORIZATION: $ 257,515.
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,214,561.55	ENGINEERING COST TO DATE: $ 206,809
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 6 %	PERCENT OF AUTHORIZATION: 80 %
	DATE PROJECT WAS COMPLETED: 1/8/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Deck Work 100%	Painting 100%
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							0.25
MILES PARTIALLY COMPLETED							
MILES COMPLETED							340
TOTAL ESTIMATED QUANTITIES (CONTRACT)							231
TOTAL QUANTITIES CORRECTED TO DATE							231
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

March	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Clear	373		
MONDAY 23	Clear	"		
TUESDAY 24	Cloudy	"		
WEDNESDAY 25	Rain	"		
THURSDAY 26	Showers	"		
FRIDAY 27	Overcast	"		
SATURDAY 28		"		

K

RECEIVED
MAR 30 1981
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Cusick

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 22	No Activity this Week
MONDAY 23	
24 TUESDAY	
25 WEDNESDAY	
26 THURSDAY	
27 FRIDAY	
SATURDAY 28	

REMARKS

The Semi-Final was delivered to Salem Wednesday March 25, 1981.

"This will be the last Weekly Report for this Project."

SIGNED Charles J. Ely LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9017

March 19, 1981

Peter Kiewit Sons' Company
P.O. Box 1777
Vancouver WA 98668

Attention: Mr. Steve Hansen

Subject: Contract Claim
Yaquina Bay Bridge
Contract No. 9017

A thorough review of the claim you submitted on behalf of L. B. Foster Company on this project has been completed. Recommendations to resolve this claim have been received from the Claims Review Board and our Legal Counsel.

L. B. Foster's total claim of $109,574.54 concerned the steel grid decking they supplied to you, the prime contractor. Included in this amount was $70,574.54 alleged as additional costs for correcting deficiencies in galvanizing and $39,000 in liquidated damages imposed on L. B. Foster by your company for delay in delivery of the decking.

The portion of the claim to recover the costs related to the corrective work is denied in full. Oregon State Highway Division specifications give the resident engineer the authority to reject unacceptable materials (subsection 106.11). Subsection "733.11 Galvanizing" states that galvanizing shall conform to ASTM A-123. This was the basis for the Highway Division's method of repair for deficient galvanizing. In addition, notice of claim (subsection 109.05) was not received by the engineer before repair work began in December 1979. First written indication that L. B. Foster desired additional compensation was in their June 9, 1980 letter to Peter Kiewit Sons' Company. Under these circumstances, there was no opportunity for the Highway Division to maintain cost records.

Also denied in full is the portion of the claim to collect from the Highway Division $39,000 in liquidated damages assessed L. B. Foster by Peter Kiewit Sons'. This was a contractural matter between L. B. Foster and Peter Kiewit Sons' and did not involve the State. The

State did not collect any liquidated damages from your company as the project was completed within the specified time.

For these reasons, the claim as submitted for L. B. Foster Company is denied in its entirety.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:fw 1b

bc R. L. Schroeder
L. W. Rullen
D. H. Hoeming
J. L. Sellis
G. W. Wimer
Charles Elroy
Jack Sullivan
Bryant Jackmond

9017

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 13, 1981

RECEIVED
ENGR
MAR 16 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: Contract Claim
Yaquina Bay Bridge
Contract No. 9017

The supplier of the steel grid decking, L. B. Foster Company, submitted one claim through Peter Kiewit Sons' Company. This claim totaled $109,574.54 and included $70,574.54 for alleged additional costs incurred by the supplier for correcting deficiencies in welding and galvanizing and $39,000 to recover liquidated damages imposed by PKS for delay in delivery of the decking. The delay was attributed to the corrective work.

In attendance for the contractor were Gary Stokes, L. B. Foster, and Steve Hanse, PKS. For the Highway Division in attendance were Jerry Wimer, Chuck Elroy, Stan Snyder, Bryant Jackmond, and John Jenkins.

FINDINGS: Steel grid decking was fabricated in L. B. Foster's Pennsylvania plant and galvanized in Ohio by Gregory Galvanizing. First three truckloads of steel grid decking that arrived in Oregon had deficiencies in welding and galvanizing. This was recognized by L. B. Foster and OSHD. These deficiencies were corrected at Foster's Clackamas plant. L. B. Foster felt that subsequently shipped grid decking was not as deficient and requested repair of galvanizing by application of zinc-rich paint. OSHD initially wanted the galvanizing repaired by metalizing or redipping. After Foster's request, OSHD agreed to allow zinc-rich painting on inside surfaces that would be enclosed in concrete but not on exposed surfaces. Foster eventually either redipped or metalized all subsequent grid deck panels.

L. B. Foster claimed the use of zinc-rich paint for repairing galvanized steel surfaces was standard industry practice. OSHD referred to ASTM A-123 which states that "materials that have been rejected may be stripped and regalvanized and again submitted for test and inspection when they shall conform to the requirements of the inspection..."

Contains Recycled Materials
81-125-1387

The repair work took place in December 1979 and January 1980. L. B. Foster requested additional compensation in a letter dated June 9, 1980, to PKS Company.

CONCLUSION: Both OSHD and Foster agreed that initial deliveries of steel grid decking were deficient in welding and galvanizing. There was disagreement, however, on repair of deficient galvanizing on subsequent deliveries.

The galvanizing was not acceptable according to OSHD inspectors, Resident Engineer Elroy, and John Jenkins, Materials Engineer. OSHD Standard Specifications references ASTM A-123 as the specification for testing and acceptance of zinc coatings on steel products. This specification required regalvanizing. OSHD allowed in compromise painting of interior steel surfaces with zinc-rich paint. However, Foster either metalized or redipped all remaining steel grid decks as both painting and metalizing proved uneconomical.

No notice of claim was filed during the period when the repair work was undertaken. There was no opportunity for the Highway Division to maintain records.

Standard Specification 106.11 Unacceptable Materials gives the Resident Engineer authority to reject unacceptable materials. Standard Specification 733.11 Galvanizing states that galvanizing shall conform to ASTM A-123. This ASTM reference was the basis for OSHD's method of repair for deficient galvanizing.

RECOMMENDATION: The Board recommends that the claim be denied in full. Initial galvanizing of the steel grid decking was inadequate by all reports. Repair work was required. Timely notice that the contractor was going to submit a claim for additional compensation per subsection 109.05 Claims for Extra Compensation and Notice was not received by the engineer before repair work began.

R. L. Schroeder, Chairman
Claims Review Board

JS:fw ji

cc: L. W. Rulien
Jack Sollis
D. H. Moehring
Jack Sullivan

3-17-81
cy Schroeder
I agree. — Please draft reply to contractor — include liquidated damages if appropriate

9017

STATE OF OREGON

INTEROFFICE MEMO

TO: Jerry Wimer
Regional Construction Engineer

DATE: March 4, 1981

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Contract 9017

The regular performance bond on this contract is in effect until the contract is completed and accepted by the State. The supplemental performance bond is to guarantee that the contractor lives up to the warranty for the paint job done in connection with this contract. The supplemental performance bond will be in effect during the one year period and any time after that necessary to cure any defects found in the paint job.

JLS:ls

cc: Chuck Elroy
Fran Neavoll

RECEIVED
MAR
COMMIS...
DEPART...

FILED
JACK L. SOLLIS

RECEIVED
MAR - 2 1981
LEGAL

2-27-81

Jack Sollis

The attached Contract 9017 has a supplemental performance bond.

Jerry Wimer called and wanted to know if the regular performance bond is in effect until the job is completed and accepted and then the supplemental performance bond takes on after that.

Please advise him by memo with cc to Chuck Elroy. Return contract to me.

Fran Neavoll

#7017

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1980

NOTED
H. S. COULTER

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Experimental Features Project
"Membrane Protection for Steel
Stringer Tops"

copy 14-1
mail clerks

Enclosed are six copies of an interim report on the Category II Experimental Features Project "Membrane Protection for Steel Stringer Tops" used on the re-decking project on the Yaquina Bay Bridge.

Under the coastal conditions of variable temperature and moisture, the contractor found it difficult to consistently control the curing time to fit the construction sequence. Much of the material was wasted because it hardened before it could be applied to the stringer tops and in other cases slow curing was troublesome. However, the material is expected to provide the permanent protection to the inaccessible steel surfaces that was needed for the project.

GB:pf;pf
Enclosure

cc: H. S. Coulter
Walter J. Hart
Gordon Beecorft
Charles W. Elroy

RECEIVED
STATE HWY ENGR
OCT 31 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

Construction Report

Experimental Features Project

MEMBRANE PROTECTION FOR STEEL STRINGER TOPS

Yaquina Bay Bridge
Newport, Oregon

by

Charles W. Elroy
Resident Engineer

and

Gordon Beecroft
Research Engineer

Oregon Department of Transportation
Highway Division

October 1980

C O N S T R U C T I O N R E P O R T

Experimental Features Project

MEMBRANE PROTECTION FOR STEEL STRINGER TOPS

Yaquina Bay Bridge

History

The Yaquina Bay Bridge on the Oregon Coast Highway at Newport, Oregon has direct coastal exposure to the Pacific Ocean, which has resulted in serious corrosion problems related to structural and reinforcing steel in the structure. This problem is particularly concentrated in steel members under the deck where salt-laden moisture condenses and is not washed away by the rain. Corrosion of the steel reinforcing bars in the bottom of the concrete deck had caused spalling of the concrete to the extent that the entire deck and sidewalk throughout the three steel arch spans had to be completely replaced. The deck replacement utilized steel grid decking over the existing steel stringers.

Experimental Feature

The experimental feature of this project was to evaluate the application and performance of Chevron Industrial Membrane applied to the tops of steel deck stringers and other similar members as corrosion protection in conjunction with the deck replacement project on this structure.

Purpose

The tops of the existing deck stringers, sidewalk support channels, and other similar members on the bridge were previously covered by concrete of the deck and sidewalk. Removal of the old concrete deck and sidewalk provided an opportunity to clean and recoat the tops of these members prior to covering them again by the new concrete filled steel grid replacement deck. Coating

of these members with the Chevron Industrial Membrane material is expected to provide superior protection from corrosion over a longer period of time than if coated with conventional painting materials.

Construction Details

The Chevron Industrial Membrane was used to protect steel members that would not be accessible for sandblasting and painting after the new deck was in place. This included the tops and edges of deck stringers, diaphragm beams and sidewalk supports. The product is intended as a "permanent" solution to corrosion in those areas. Work involving the membrane application began December 12, 1979 and was completed April 21, 1980.

All surfaces to be coated were prepared with a "commerical sandblast" conforming to the Pictorial Standard SA2 of ASTM 2200 or cleaner. Much of the blast was "near white". After sandblasting, the surfaces were wiped with Chevron Bonding Agent.

Temperatures at the time of application ranged from 40°F to 70°F. During inclement weather the membrane was applied under a plywood shed. Space heaters were used to warm the shed during weather having temperatures of 45°F or colder. The shed remained over the fresh membrane until it "skinned over" or became tack-free to prevent rain damage, normally an hour or two.

The membrane material is a two component, extended urethane consisting of Chevron Premix CIM and Chevron Activator CIM. Under the working conditions on this project, it was found there was very little latitude for error in the handling and mixing of the material. There was a wide range of results in the final curing of the membrane. The material varied from not curing or setting up at all to curing hard and brittle. For the most part, however, the Chevron Industrial Membrane (CIM) cured to a solid but remained flexible and rubber-like. Material that did not cure properly was later

removed and replaced. The time required for the membrane to cure adequately to permit deck placement was a critical factor in the work schedule on the project. Curing time of the membrane to permit placement of the grid decking varied according to the temperature and ratio of activator and premix. Initial curing generally took four to five hours when the ambient temperatures were in the 60's or when the air under the plywood shelter was raised to this range. Initial curing took eight to twelve hours when the temperatures were in the 40's. If excess activator was used to reduce the curing time, the mixture would sometimes set up too quickly and not allow time for application. The manufacturer's literature indicates the material will cure within 24 hours to form a tough, resilient membrane. However, it was found complete curing of the membrane took from a matter of hours to several months, depending on temperatures and mix proportions.

The manufacturer's recommended thickness of application was 0.050 inches. Thickness readings were taken frequently throughout the job. The wet membrane was checked with a wire having a diameter of 0.050 inch. The dry membrane was checked with a Nordson dry film thickness gage. The CIM was difficult to place to a precisely uniform thickness but in this application, some variation in thickness would be of no consequence.

Trowel and spray grades of Chevron Industrial Membrane were used on this project. Both grades were applied with steel concrete trowels. The trowel grade was used exclusively on the east half of the deck and interchangeably with the spray grade on the west half. We can find little to recommend the use of the trowel grade on a project of this nature for several reasons:

(1) Material is very sticky and messy to handle.
(2) It is very difficult to apply uniformly; impossible around rivet clusters. The material would not flow. There were always thin spots to be patched and thick spots to be trimmed. It would sag and drip from vertical edges.

(3) The quick set-up time (10 minutes±) allowed little time for application and limited mix batches to one gallon.
(4) Because of these problems, there was excessive waste. The calculated job quantity was approximately 300 gallons. Over 800 gallons were used.

An advantage of the trowel grade on this project was that it did cure more quickly to allow the setting of the grid decking in four to five hours normally as opposed to a usual time of five or six hours for the spray grade.

The spray grade was easier to apply. It had the consistency of a thick paint and would flow into a uniform coating. A disadvantage of the spray grade was the tendency to run down to surfaces that were not to be coated and to "string" down from the edges of the deck stringers. However, these strings were easily trimmed after the membrane had cured.

Most of the problems encountered during application of the Chevron Industrial Membrane on this project can be attributed to the lack of trained and experienced personnel. For instance:

(1) The activator was allowed to cool to the point of crystallization during storage (60°F) which reduced its effectiveness.
(2) The protective warming shed was moved too soon on occasion, resulting in some rain damage to the membrane.
(3) Carelessness, inaccurate proportioning and inadequate mixing time were probably the reasons for most of the curing and end result variations.
(4) During the early stages of the project, lacquer thinner and diesel oil were used for tool clean-up. The diesel oil use was discontinued when it was suspected to be a source of contamination, causing a delay in the membrane curing.
(5) Small sags from the edges of the deck stringers were initially left untrimmed. These later interfered with the painter's sandblasting and had to be cut back to the edge of the flange.

Adequate training for those applying the material and for those inspecting its application should be a requisite for the use of the Chevron Industrial Membrane. The manufacturer's instructions must be strictly adhered to.

Labor and Cost Breakdown

The Chevron Industrial Membrane crew generally consisted of one foreman half time and four laborers full time. The usual activity for the laborers would have one sandblasting, one mixing the CIM, and two applying the membrane material.

Labor:

Foreman -	250 man-hours @ $20.40/hr	= $ 5,100
Laborers -	2,000 man-hours @ $19.90/hr	= $39,800

Material:

Chevron Industrial Membrane - 840 gallons (invoice total)	= $12,494
Sandblasting Sand - 30 tons @ $80.00/ton	= $ 2,400
TOTAL	= $59,794

$$\text{Cost per Square Foot} = \frac{\$59,794}{8,211 \text{ sq ft}} = \$7.28/\text{sq ft}$$

Initial Appraisal

A report dated August 22, 1980 stated the membrane appeared to be performing well at that time. Adhesion to the steel is generally good, although there are occasional areas on the edges of the deck stringers where the membrane can be pulled free. This may be due to the mix being applied after it began to set or it may be caused by surface contamination of moisture or dust. There is no visible pinholing of the membrane. Once the CIM had cured, there was no indication that placement of the grid deck and concrete caused any extrusion of the membrane.

It is intended that annual inspections will be made over a 3-year period to provide a further evaluation of the product for this type of application.

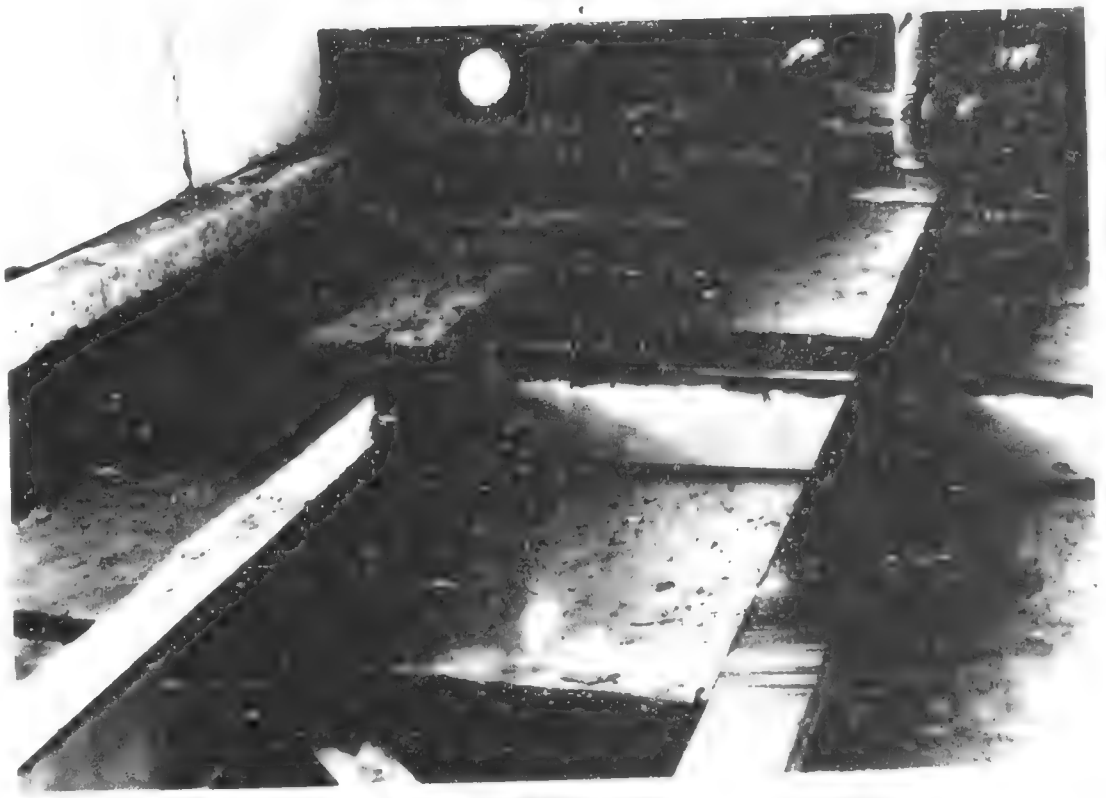
Photographs

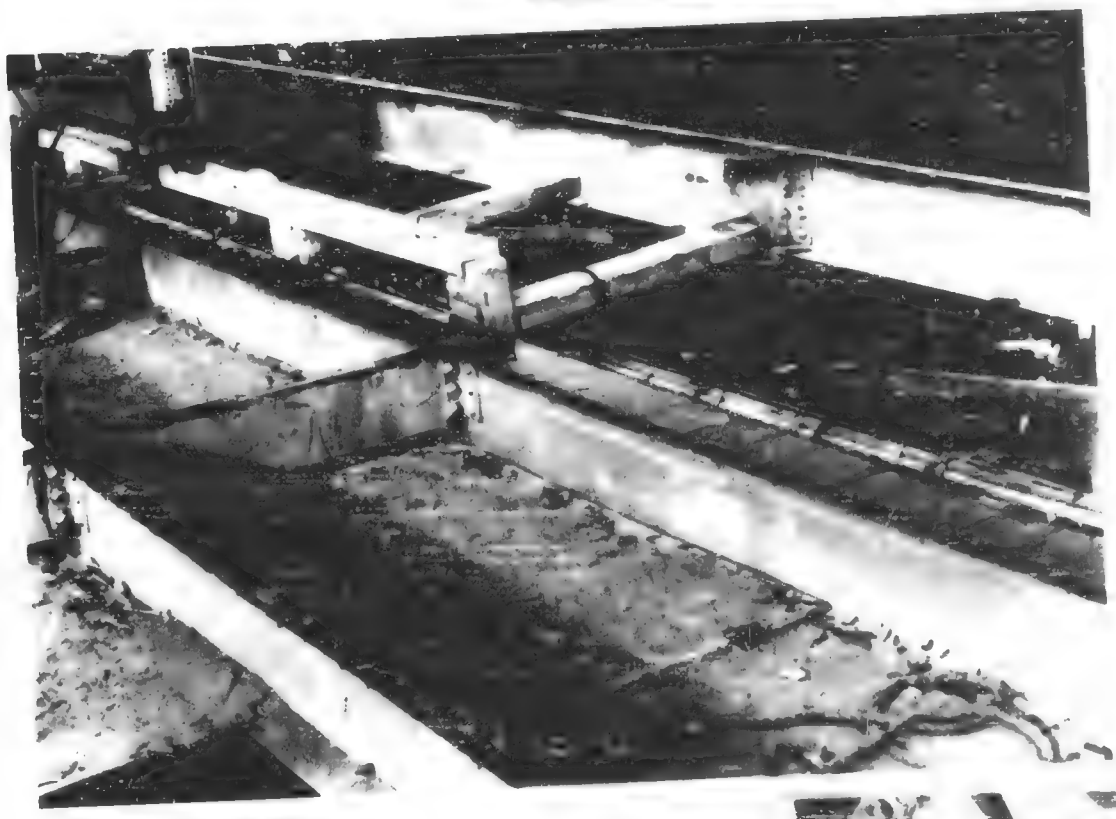
Included with this report are eight photographs which provide a visual portrayal of the placement and performance of the CIM. The captions

accompanying the photographs need no further discussion. The report describes some difficulty in placing the material to a uniform thickness and this is especially true in areas with difficult access. The pictures also illustrate the extrusion of membrane material for mixtures that were slow to cure. The cause is believed to be the result of poor mixing or improper proportioning of the premix and activator under the prevailing climatic conditions.

1-24-80

Looking at application of Chevron Industrial Membrane in Span 1.



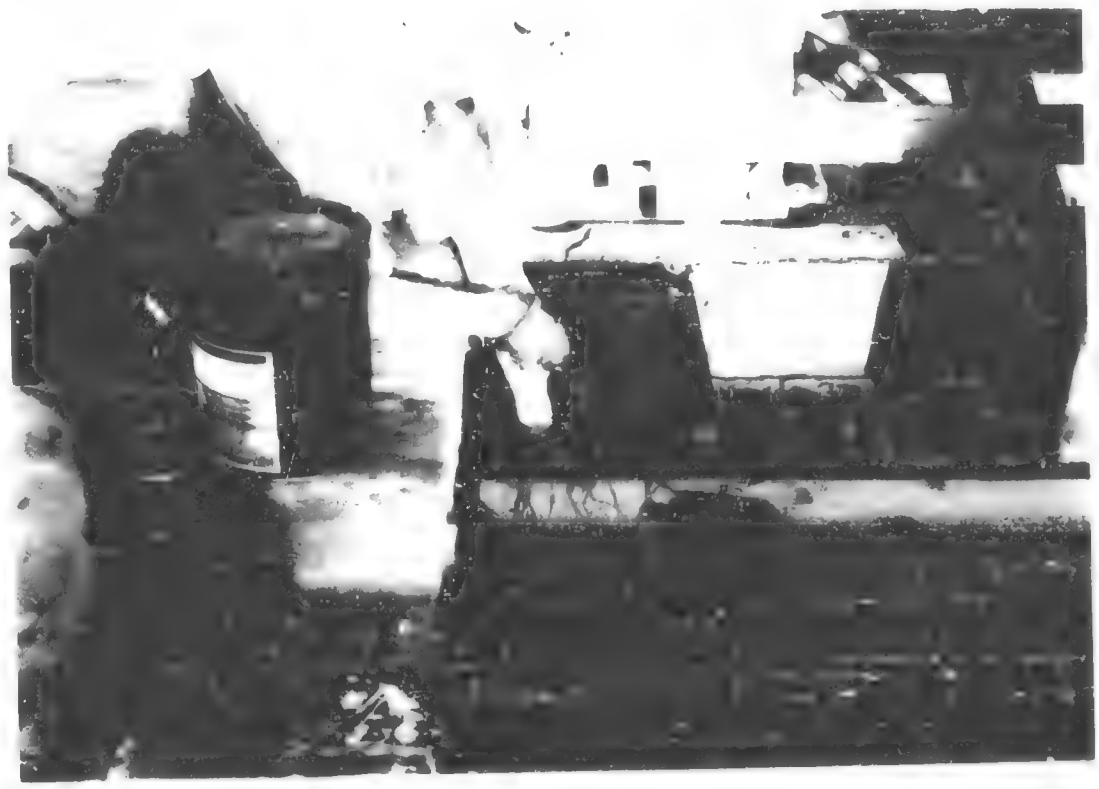


1-24-80

Looking at application of Chevron Industrial Membrane in Span 1. Note irregular surface of membrane.

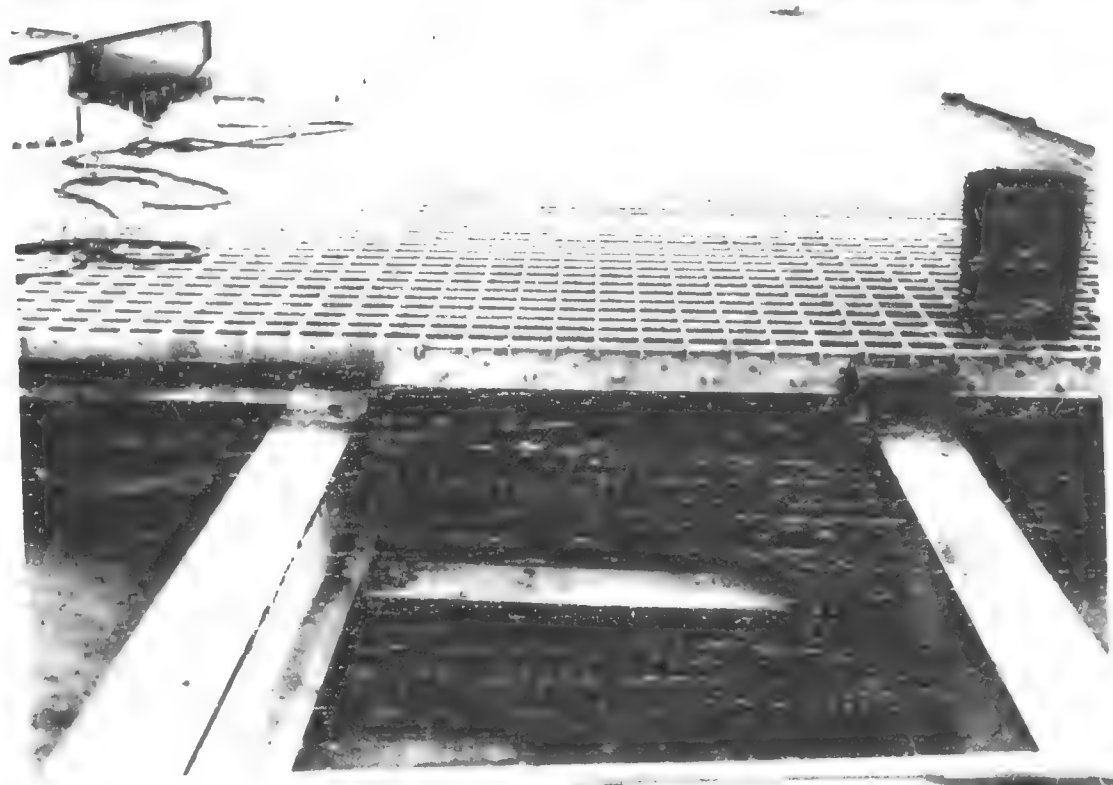
2-6-80

Application of Chevron Industrial Membrane on stringer beams at Pier 1.



2-6-80

Coating beams at Pier 1
after they were sandblasted.

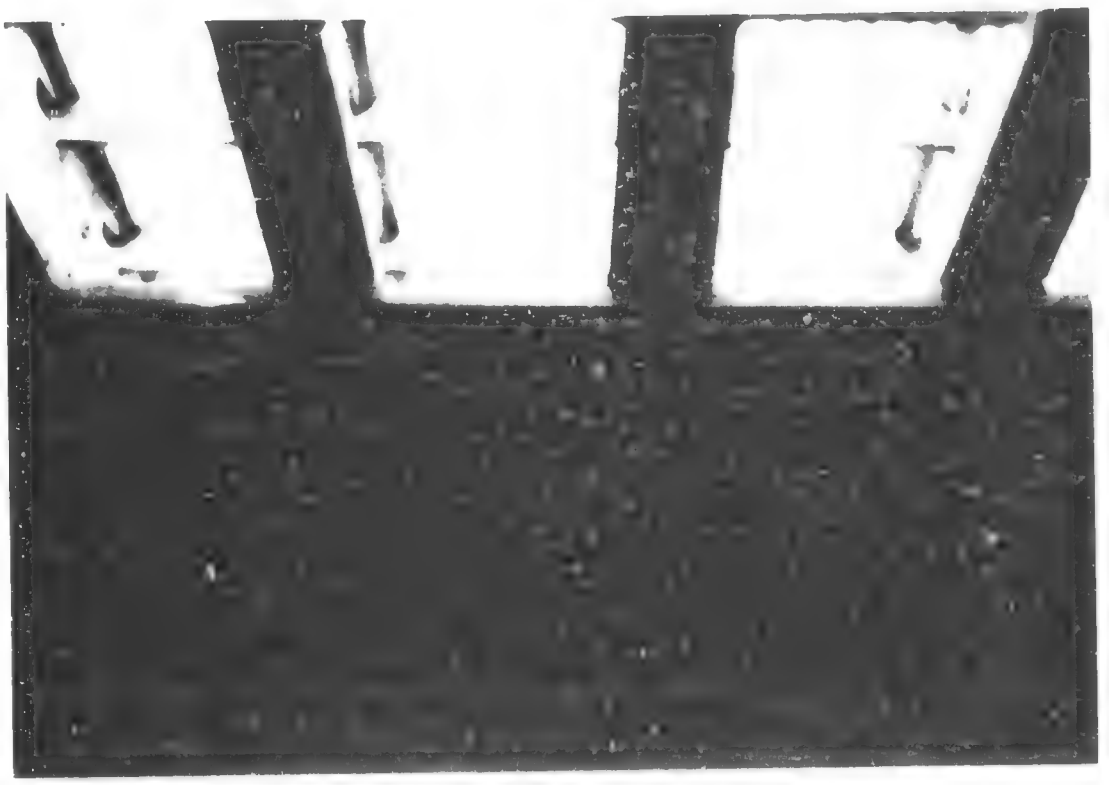


1-24-80

Looking at placemen'
of grid panels.

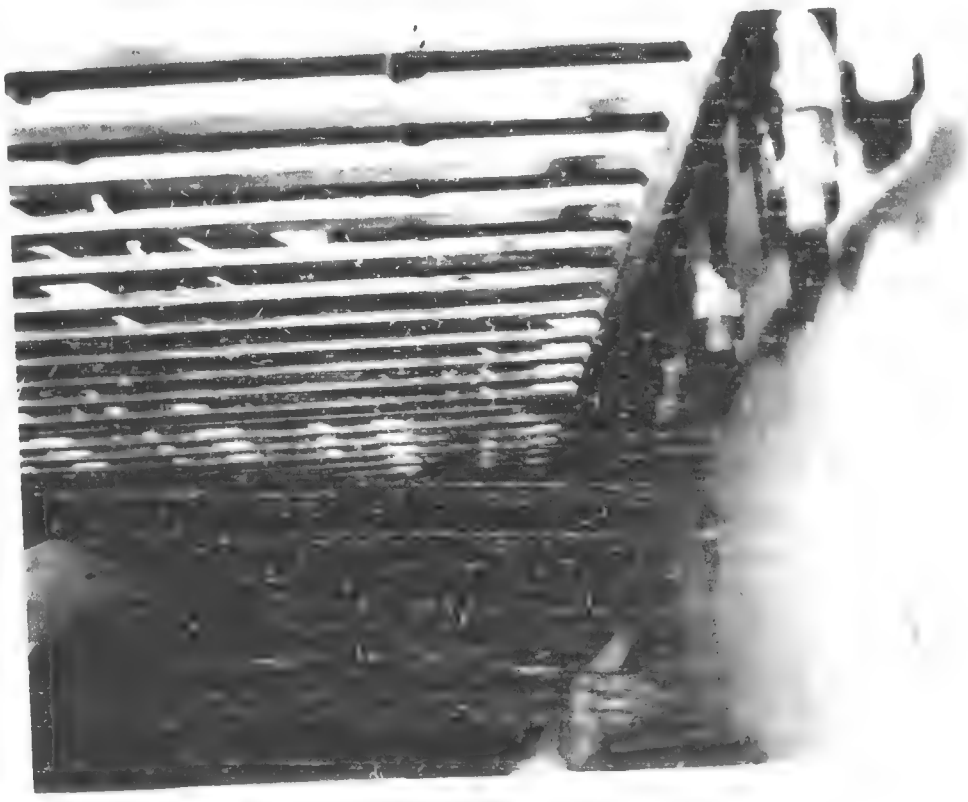
1-24-80

Chevron Industrial Membrane
still soft and tacky after
grid decking placement,
probably due to improper
mixture. Material did
harden later.



1-24-80

Squeezing out of Chevron Industrial Membrane in Span 2, due to improper mixture. Material did harden later.



1-24-80

Looking at Chevron Industrial Membrane in Span 3 squeezing out after grid was laid and traffic allowed over top. Material did harden some time later, softness due to improper mixture.

1-7 5472

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 11 1980
NORMA PAULUS
SECRETARY OF STATE

September 10, 1980

Mr. Chauncey H. Shattuck, Manager
Albany Iron Works Inc.
30247 Highway 34
Albany, OR 97321

CON 5
#9017

RECEIVED
SEP 11 1980
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Shattuck:

This will acknowledge receipt of your claim letter of September 2, 1980, with attached invoice stating that Peter Kiewit Sons' Company owes you for material in the amount of $5,115.74 furnished on the Yaquina Bay Bridge.

This appears to be in connection with our Contract No. 9017 with Peter Kiewit Sons' Company for deck repair and painting on the Yaquina Bay Bridge in Lincoln County.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

RECEIVED
SEP 10 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc
cc: Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S.W. Market Street
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Mailed on card
9-15-80 dmc

ALBANY IRON WORKS INC.
ALBANY, OREGON
STEEL FABRICATORS & ERECTORS

PORTLAND OFFICE
17830 S.E. STARK
PORTLAND, OR. 97233
PHONE 667-3846

ALBANY PLANT
30247 HWY 34
ALBANY, OR. 97321
PHONE 926-1127

September 2, 1980

Commission Services
Department of Transportation
Salem, OR 97310

Attention: Robert Gormsen

Gentlemen:

We would like to file a claim against Peter Kiewit Sons' for material furnished Yaquina Bay Bridge, Contract #9017.

This material is not shown on the contract drawings but was ordered by Tom Holmes of Peter Kiewit.

Enclosed is a copy of our Invoice #5685 in the amount of $5,115.74 showing the material furnished.

Sincerely,

Chauncey H. Shattuck, Manager
Albany Plant

CHS:vm
Enclosure

RECEIVED
SEP 3 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

Albany Iron Works Inc.
30247 HWY 34
ALBANY, OR 97321

5685

SOLD TO			SHIPPED TO		
Peter Kiewit Sons' Co.			YAQUINA BAY BRIDGE		
STREET & NO. PO Box 1777			STREET & NO.		
CITY Vancouver	STATE WA	ZIP 98663	CITY Newport	STATE Oregon	ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
Tom Holmes	AIW #939	Per Contract	Jobsite	8/27/80

	Extra Charges for Supplying 168 - 5/8 x 12 Turnbuckles			
	Jaw to Jaw & Forming 1 x 7 Cables as Ordered by Tom Holmes			
	who authorized the change from the contract drawings.			
	Turnbuckle Cost			$ 2,432.64
	Add 15% for Overhead & Profit			364.90
				2,797.50
	Labor to Form Cable & Assemble - Cost			2,016.00
	Add 15% for Overhead & Profit			302.40
				2,318.40
	PLEASE PAY BY INVOICE			
			TOTAL	$ 5,115.74

RECEIVED
SEP 3 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rec'd per
7H 725

9017

9

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: April 21, 1980

FROM: Art Brummitt
Specifications Supervisor

SUBJECT: Galvanizing Pedestrian Rail Post Caps

Mr. John Jenkins' letter of March 6, 1980, enumerated the problems involved in getting the pedestrian rail post caps galvanized on the Yaquina Bay (Newport) Bridge deck repair project. (Contract #9017)

We suggest the following for your consideration on future projects:

1. Add the following special provision:

"513.11 Materials - All castings shall be furnished in accordance with the applicable provisions of Section 733 of the Standard Specifications and shall be galvanized in accordance with ASTM A 153, Class A.

2. The plans should indicate type of casting, i.e. cast iron, cast steel, ductile iron castings, malleable castings, etc.

May we have your comments please.

AB:ab
cc: John Jenkins
Walt Hart
C. T. Keasey
J. H. Versteeg
C. O. Fredrickson
C. W. Elroy
D. E. Beecroft
D. E. Wackerbarth
H. A. Schell, FHWA

Contains Recycled Materials
81-125-1807

9017

CON 5

DATE: April 4, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina Bay Bridge
Lincoln County
Contract No. 9017

It is anticipated that the project authorization for this federal aid bridge deck repair and painting project will be overrun. The project as of this date is 64 percent complete. An additional $359,436.25 or 10.8 percent is needed to cover the estimated costs.

Substantial overruns of temporary protection items are anticipated. The expected major overrun items are "Moving Temporary Concrete Barriers", $78,510; "Flagging", $70,000; and "Pilot Car", $63,000.

Three Price Agreements also contributed substantially to the overrun. Price Agreement No. 3 replaced mesh with reinforcing steel in concrete barrier for added strength, requiring an additional $11,200. Price Agreements Nos. 2 and 6 provide for additional welding on the steel grid decking and total $100,400. An additional $21,858 in engineering is anticipated due to the increased inspection resulting from the extra work.

It is recommended that the authorization for this project be increased by $359,436.25 to a new total of $3,673,360. This matter will be on the consent calendar for your April 16 meeting.

OBJ:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction DEPT. 378-6318 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: April 3, 1980

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina Bay Bridge
Lincoln County
Contract 9017

The above federal-aid bridge deck repair and painting project is 64 per cent complete and an overrun of the project authorization is anticipated. An additional $359,436.25 or 10.8 per cent is needed to cover the estimated cost.

The contract bid item quantities for temporary protection measures were underestimated. It is anticipated that Bid Item No. 6, Moving Temporary Concrete Barriers, will require an additional $78,510; Bid Item 8, Flagging, will overrun by $70,000; and Bid Item No. 9, Pilot Car, will overrun by $63,000.

Three Price Agreements also contributed substantially to the overrun. Price Agreement #3 substituted reinforcing steel for wire mesh in the concrete barrier for added strength at an additional cost amounts to $11,200. Price Agreements #2 and #6 provided for additional welding on the steel grid decking. These two orders amounted to $100,400.

The additional welding work requires increased inspection on the project and at the fabricators, out of state. It is anticipated the increased inspection will cause the engineering to overrun by $25,174.

All items are eligible for federal participation. P.C.R.B. approval will not be required.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form. Attached also is March 17 analysis by Gerald Wimer and a March 7 analysis by Duane Christenson.

OBJ:DCA:mk

cc: C. O. Fredrickson
Charles Elroy
Robert Church

Attach.

OK/R

FORM 01-7 RECEIVED

Keasey, Richel, Jackmond, Berg, Hopkins, Imlah, Williams, Widmer, Johnsen, Gebauer, Glen, Church

MAR 21 1980

CONSTRUCTION BRANCH

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 21-1008

Salem, Oregon

March 17, 1980

FROM: Gerald W. Wimer
Region 2 Construction Engineer

SUBJECT: Expected Project Overrun
Yaquina Bay Bridge (Newport)
Oregon Coast Highway
Contract No. 9017

TO: C. T. Keasey
Construction Engineer

On January 21, I notified you of an anticipated $406,041.25 or 12.3% overrun on this project. On February 22, you requested a complete explanation and justification. In response, we hereby scale the request down to $359,436.25 or 10.8%. This makes a new estimated project cost of $3,673,360.00 as compared to the originally authorized $3,313,923.75.

Your office previously authorized PA 2 (welded steed grid decking), PA 3 (reinforced concrete barrier) and PA 6 (weld grid decking to anchor plates) at a total estimated cost of $111,606.00. I doubt you need further justification.

The balance of the increase comes from the traffic control bid items 6 (moving temporary concrete barriers), 8 (flagmen) and 9 (pilot car) and the associated added contingencies and engineering.

Both bridge and roadway design discussed the matter of increased traffic control internally and with this office. As a follow-up, see Final Design Engineer Duane O. Christensen's March 7, letter. A copy is attached for your convenience. He justifies more flagging and pilot car than our current request. Those two items do not decrease with shorter runs of temporary concrete barriers as suggested in W. G. Beard's February 28 memo to the files. Instead, shorter runs might make the project take longer and in turn require more flagmen and pilot car time.

We utilize flagmen 24 hours a day, 5 days a week. We do not anticipate that letting up until early June. We utilize 3 flagmen on the day and swing shifts and 2 flagmen on the grave yard shift. A third flagmen is stationed on the curve at the south end of the structure and moves back in advance of traffic backup to give early warning to the higher speed motorists. It is our judgement this additional warning is necessary.

We also utilize pilot car 24 hours per day. We tried foregoing the pilot car during grave yard lunch break and found traffic speeded up excessively and ordered its operation on a continuous basis.

That leaves only bid item 6 (moving temporary concrete barriers) with any question. The plans show 200 foot, more or less, work area. The contractor should have bid on this basis. However, in the interest of getting the project done before the heavy tourist season, the Resident Engineer cooperated and allowed work areas only of such sufficient demension that 40 to 50 workmen might work simultaneously.

Bridge and road design, however, think we should hold to the 200 feet. Or obtain a return of some of the benefits the contractor might derive. They do, though, readily admit in Mr. Christensen's letter that it takes considerably more than the planned quanity and that we should allow at least two 1,300 foot work area and four 650 foot work area to hold the quantities to as low as he recomputes. To say this another way, if we truly held to the specified 200 foot work area, the quantities would go up further.

Our latest field estimate only exceeds Mr. Christensen's estimate by 11,595 lineal feet. But rather than paying the contractor the larger amount, I intend with Resident Engineer Charles W. Elroy to meet with the contractor soon and attempt to hold him to Mr. Christensen's figure. If we are unsuccessful, the contingencies we currently request should amply cover the difference. Your approval of the new project request increase is recommended. In further support of the above please find attached Mr. Elroy's March 3, letter.

GWW/mdd

Attch.

cc: Chuck Elroy

#7017

rn
H. S. Coulter (OSHD)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Lincoln	OREGON
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
3/27/80	H. A. Schell and Wm. Kappus		BRF-TQF2-4(6)

IN COMPANY WITH

J. Wimer and Chuck Elroy (OSHD)

LOCATION

The project is located on U. S. 101 on the south city limits of Newport across Yaquina Bay

CONTRACTOR NAME AND ADDRESS

Peter Kiewit Sons Company, Vancouver, Washington

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8/30/79	$2,893,660	a) 376 cal days b) 12-2-81	9/13/79	10/15/79
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satsifactory	Satisfactory	54%	60%	

REMARKS

YAQUINA BAY BRIDGE
Newport, Oregon

This project is a deck, sidewalk, and rail replacement on the steel spans. The project also includes cleaning and painting of portions of the structural steel. The deck is being replaced with a concrete filled steel grid. (36,540 sq. ft.)

Complete Work - The concrete filled steel grid deck is completed for the north bound and about 200' of the south bound lanes of the structure and the steel grid is in place for about ⅛ of the arch span south bound lanes.

Work in Progress - All operations except painting are in progress. Removal of deck and railing is being accomplished on the north end of the south bound lanes. Placement of membrane on the stringers is in progress in the center of the arch in the south bound lane. This work is experimental and the contract calls for a 2 component extended urethane by Chevron. Grid decking is being placed on the south bound lanes. One crew is forming and placing reinforcing steel for the south bound sidewalk.

General Comments - The contractor proposed to close one lane during the week day periods. This alteration has speeded up the completion of the work and has been very successful. It has been somewhat expensive because of the necessity of a pilot car needed. (The original estimate was about 1/3 the amount.) It appears that the procedure outlined in the contract would not have been as effective.

(continued on page 2)

The contract did not require complete welding of the steel grids and PA #6 was issued to require this welding. This increased the time of fabrication by 16 days and the contract time was adjusted. The cost of welding was about $79,000.

Some initial concern was experienced with the galvanizing of the steel grid sections which are 6'3" wide by 14'1". Some of these sections came from the galvanizer in a poor condition. After examination by the State's material and resident engineer and discussions with the contractor, the problem was corrected by cleaning and application of zinc paint and a sealer.

After the north bound lanes had been installed and concrete placed in the grid, expansion joint closures and openings in the deck were noted. (Openings up to 3" in the joint at pier 4; plans showed 1-3/4") This apparently is due to arch unloading during the deck removal operation. The State is observing this carefully. It is expected that final total loading will correct the problem.

Attached are photos of the operation.

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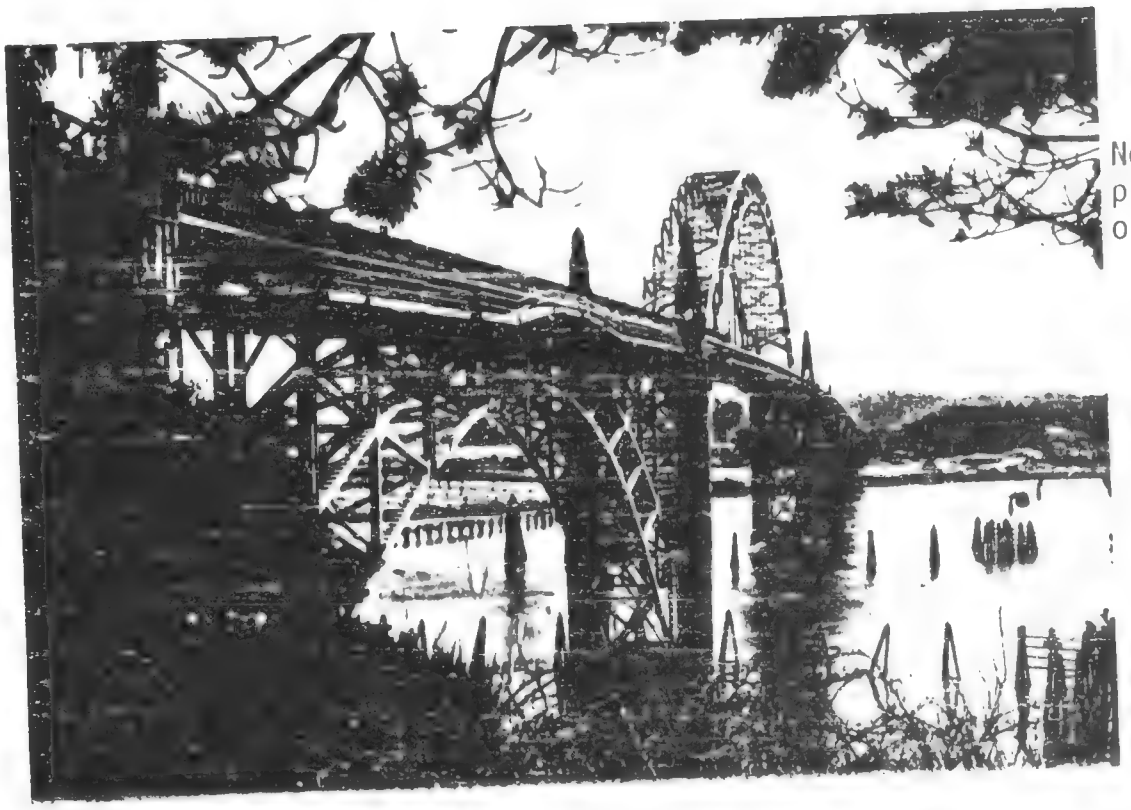
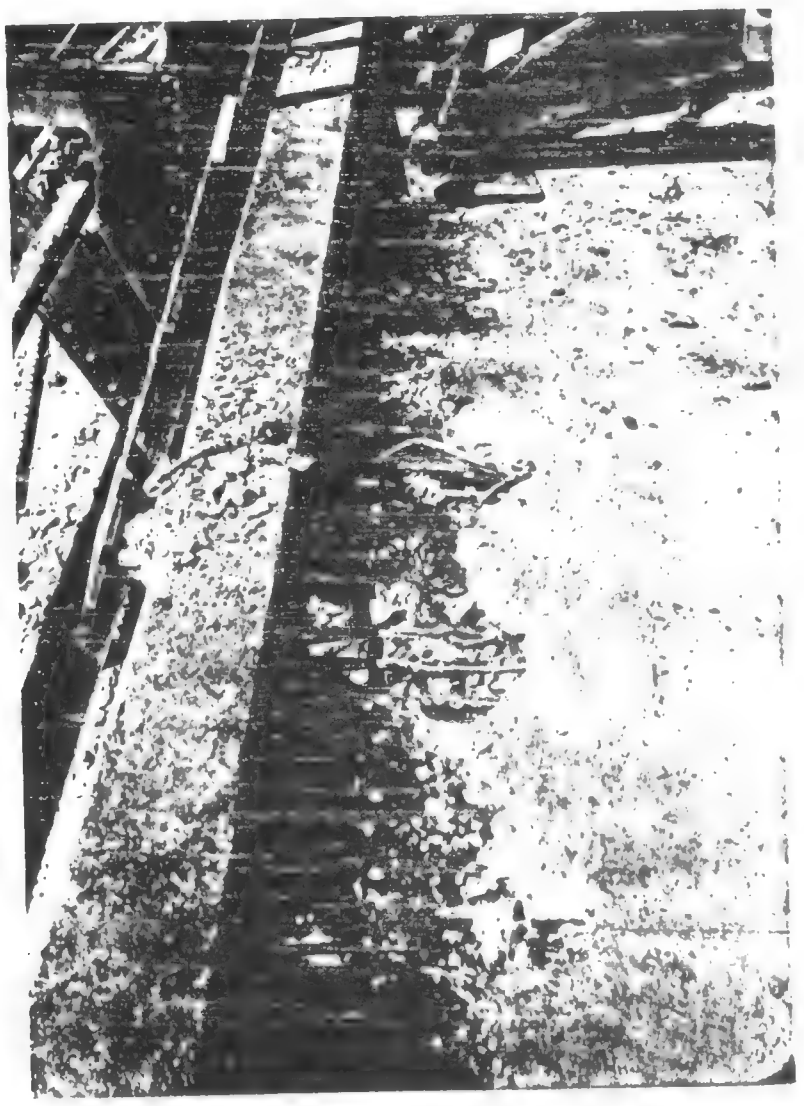
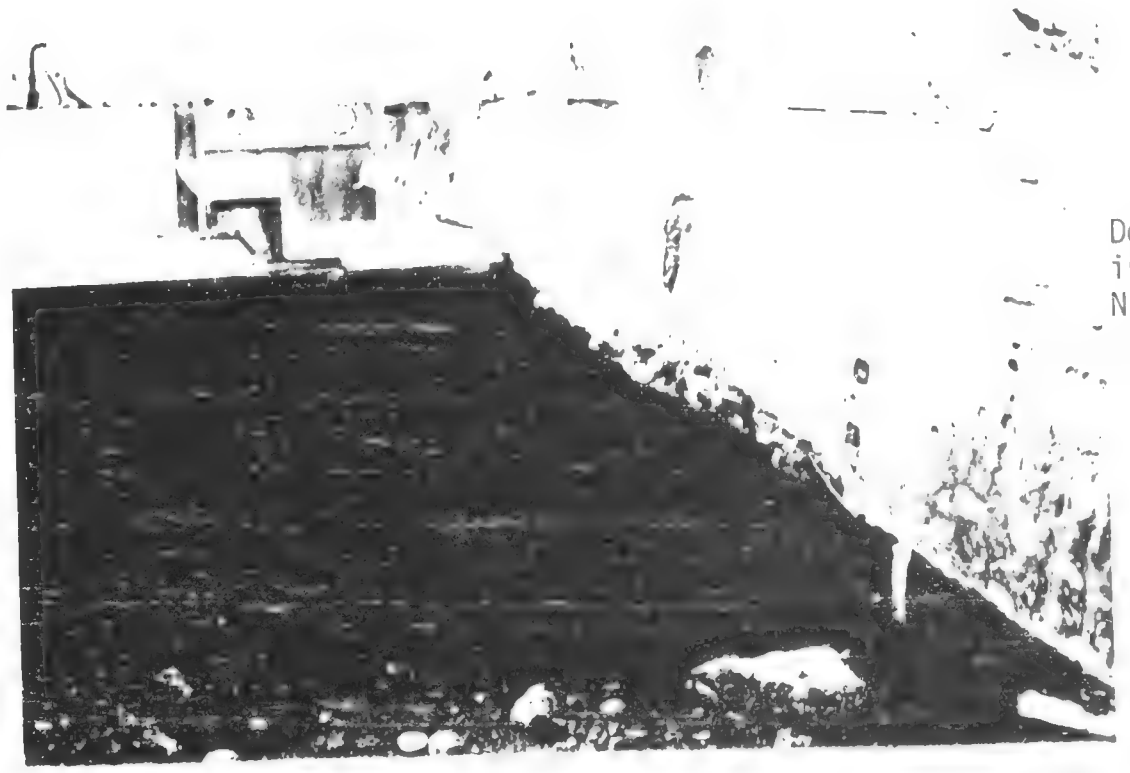


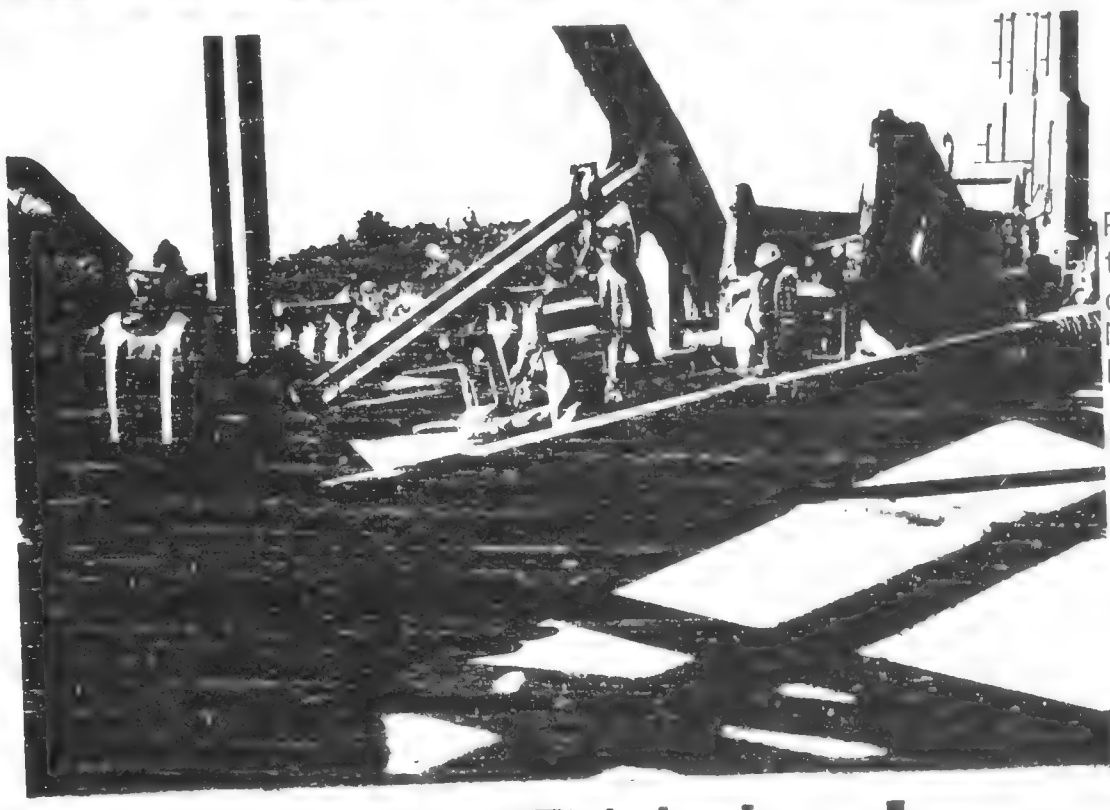
Yaquina Bay Bridge
Note staging under deck to prevent debris from falling on boaters



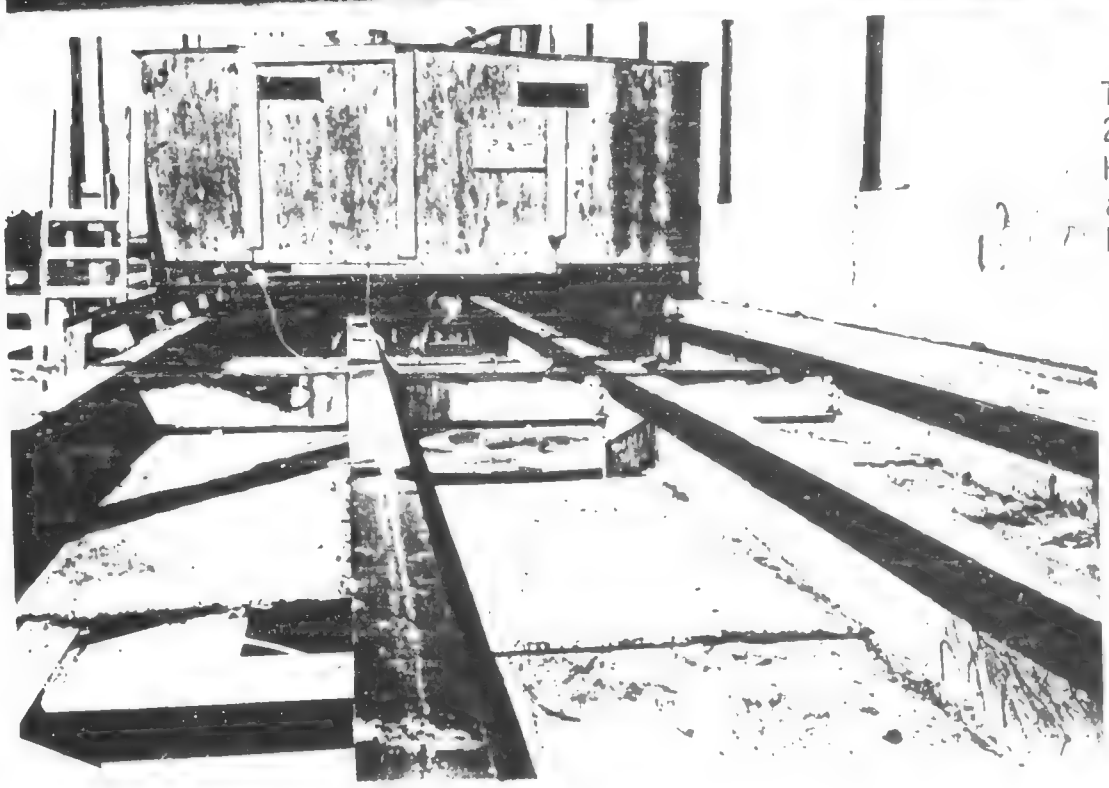
Release from old deck stinger shear keys were necessary but shear key was not detailed on old plans.



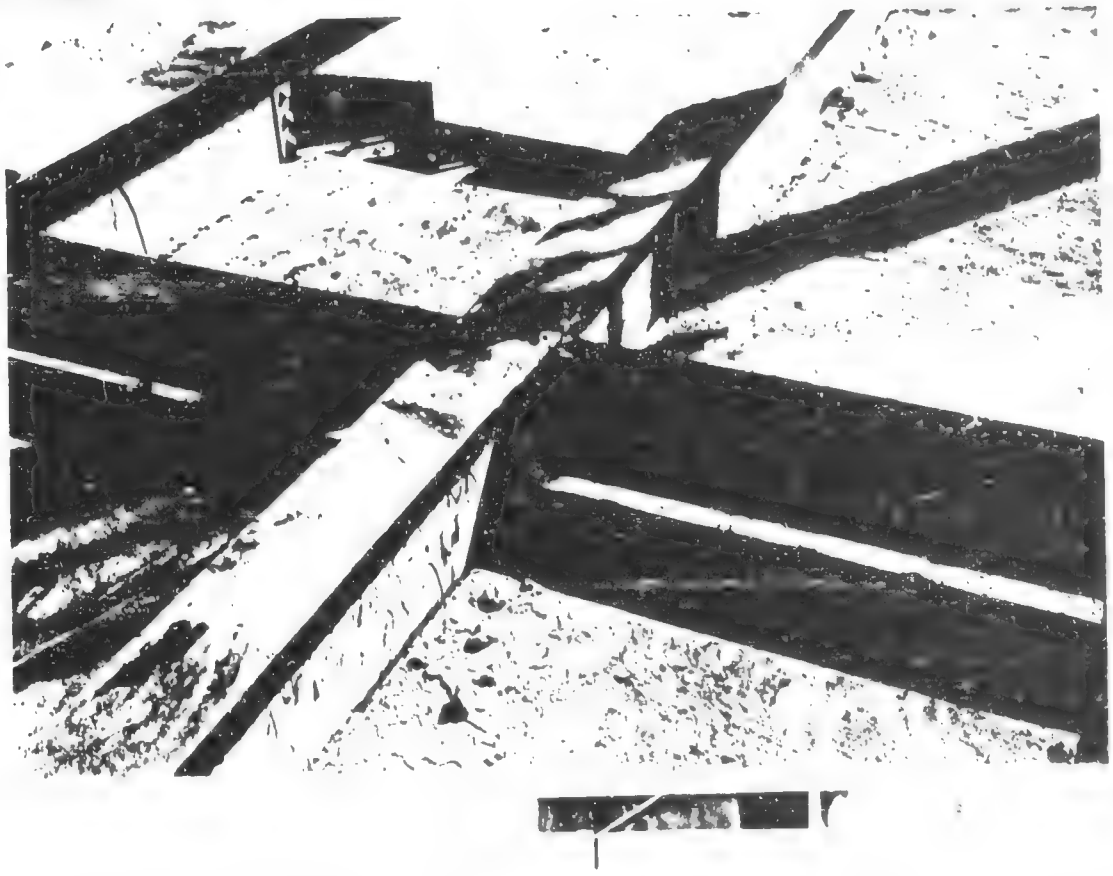
3
Deck section sawed through in preparation for the removal. Note shear key on stringer



4
Removal of old rail section on the outside of the bridge. See deck section in the truck. Note New Jersey rail protection. During construction the contract is using a pilot car and one way traffic.



5
Top of stringer treated with a 2 part urathane membrane liquid. Housing encloses membrane application procedure and also houses heat application to help the product cure faster.

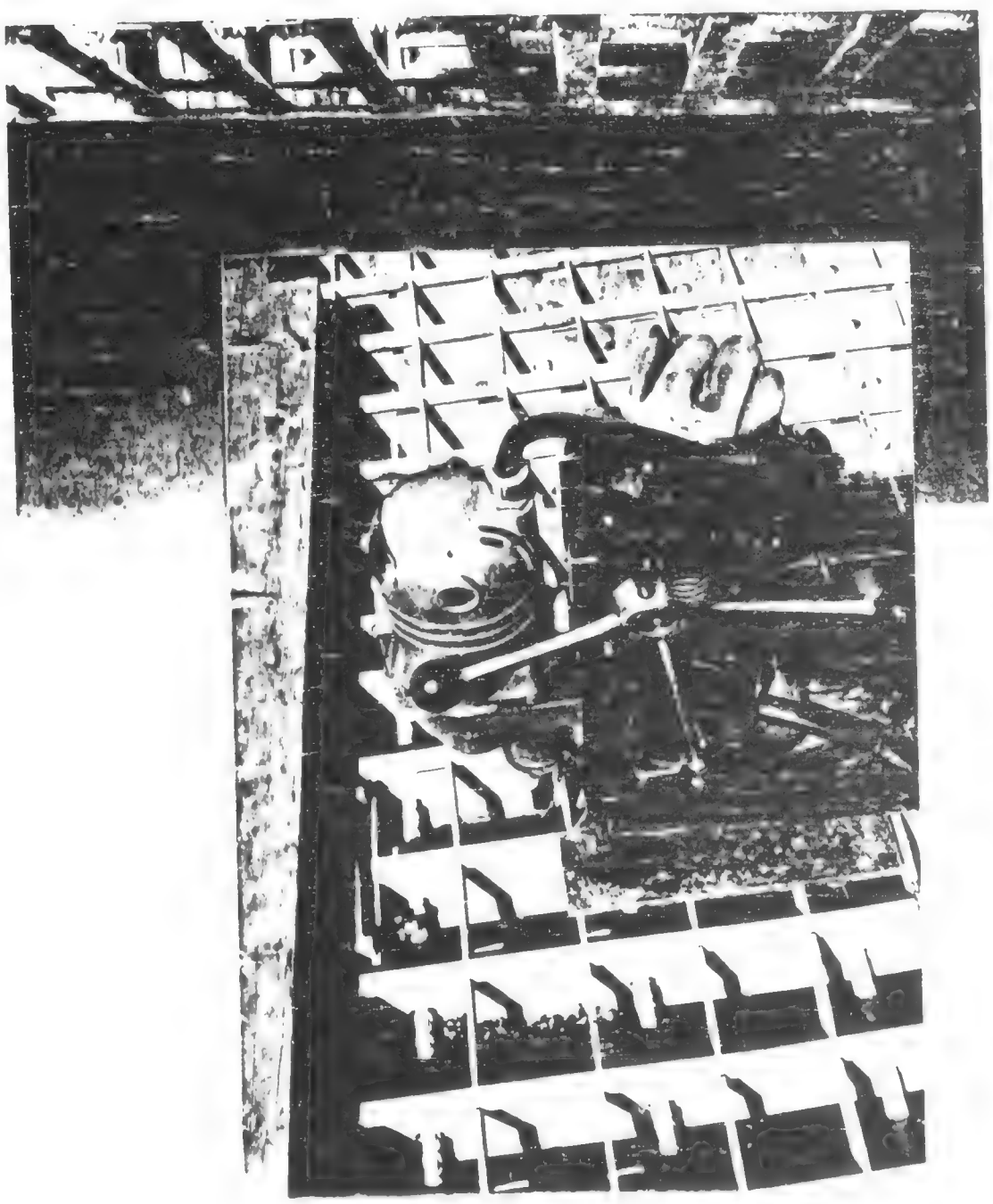


6

Membrane on top of stringer and X member. Note good condition o stringer. Old structure was completed in 1934.

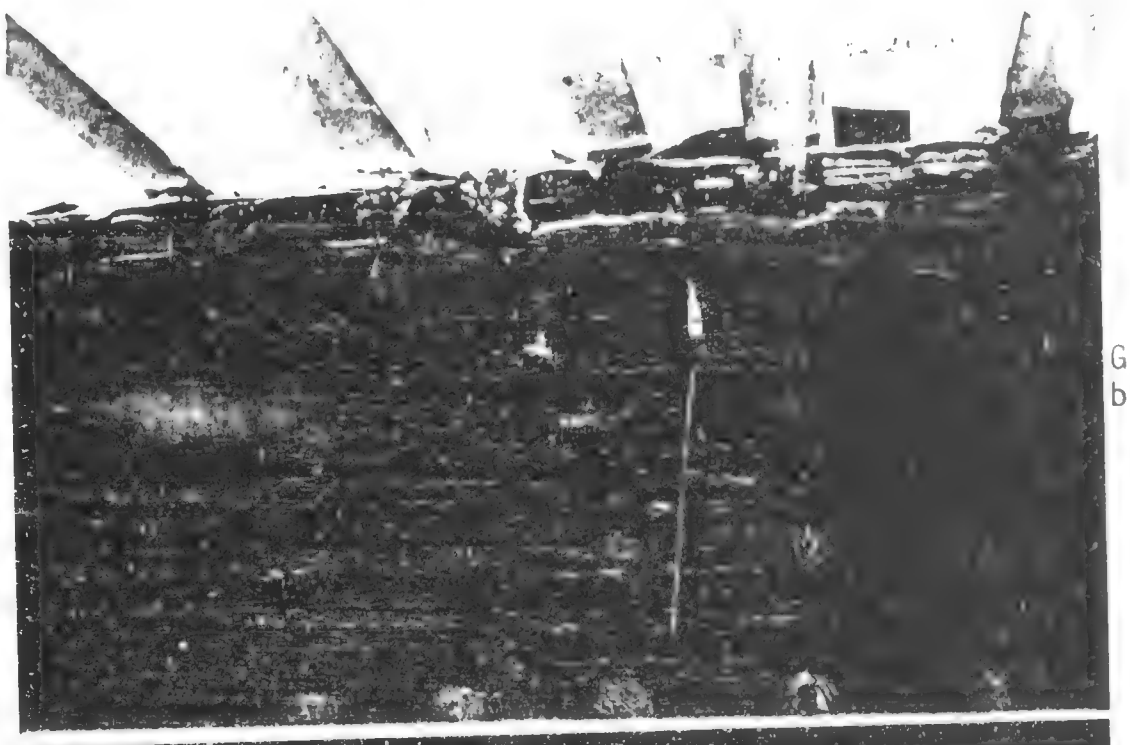
7

Underside of steel grating (¼" elastomer pad on top of stringer)



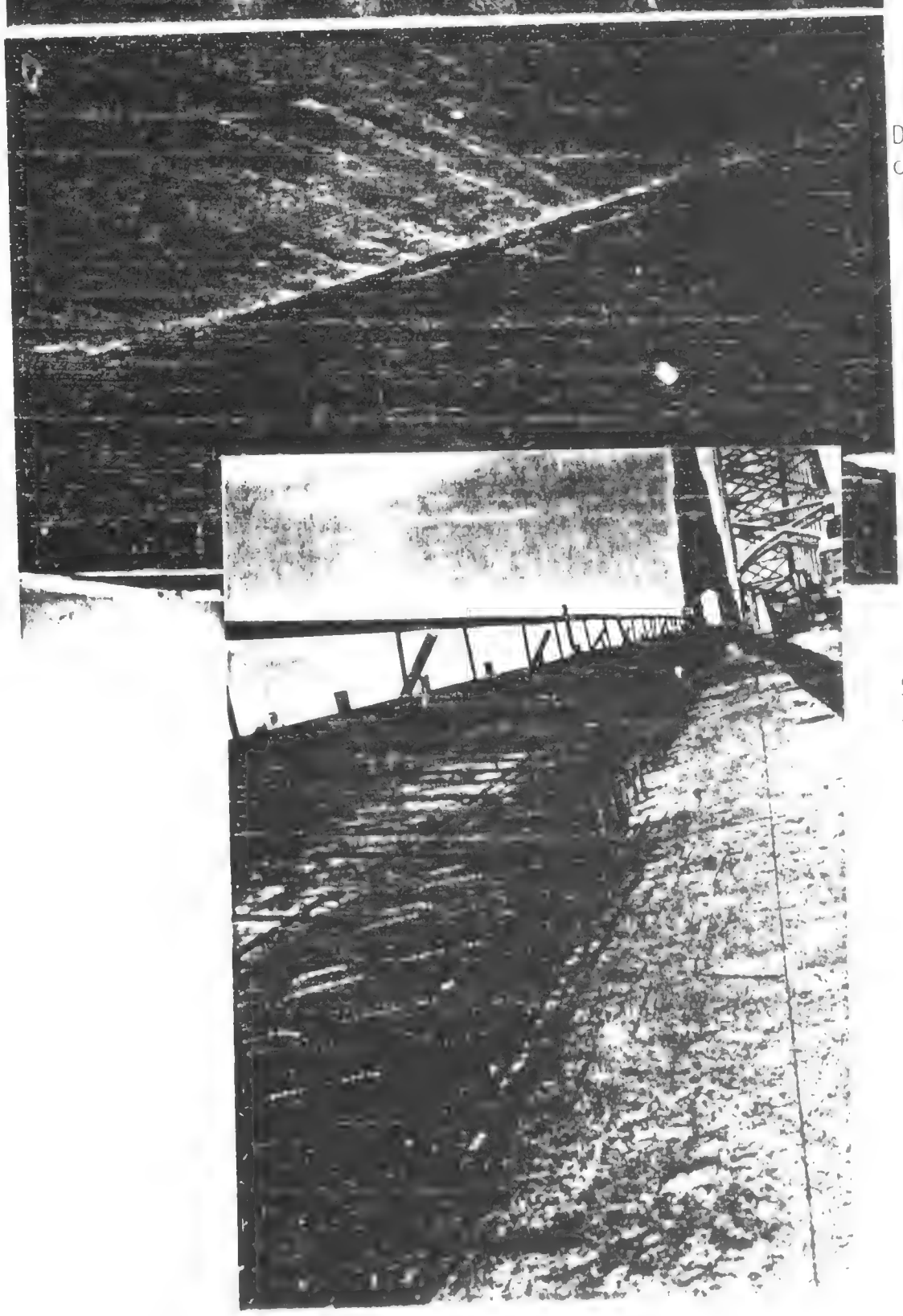
8

Drill for anchoring the grating to the stringers



9

Grating anchor bolt installed but without nut.



10

Deck section complete with concrete enclosing the steel gra

11

Sidewalk section with epoxy coated reinformcement partially in place.

1

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO

PRO 6

TO: L. W. Rulien
Executive Assistant

DATE: March 11, 1980

FROM: E. S. Hunter
Asst. State Highway Engineer

NOTED
H. S. COULTER

Subject: Request for Increase in Project Authorization
Yaquina Bay Bridge
Oregon Coast Highway
Lincoln County
Contract 9017

Duane Christensen, in consort with other persons involved in either the design or construction of the Yaquina Bay project, has carefully analyzed the request for an increase in project authorization. His analysis stands without further comment from me.

I am transmitting a copy to Keasey and Fredrickson for their use in re-evaluating their request for an increase in the project authorization.

ESH:ja

Attachment

cc C. T. Keasey (enc.)
C. O. Fredrickson (enc.)

bc Duane Christensen

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3/13

81-125-1367

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

PRO 6

DATE: March 7, 1980

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: Duane O. Christensen
Final Design Engineer

Subject: Request for Increase in Project Authorization
Yaquina Bay Bridge
Oregon Coast Highway
Lincoln County
Contract 9017

A review of Items 6, 8 and 9 on the "Expected Overrun of Project Authorization" has been made. This review included consultations with Len Wallace, T. G. Thompson, Jack Alloway, Jerry Wimer, W. G. Beard and George Sanford.

The following findings may be subject to some further adjustment. Mr. Wimer, as a result of our in-depth discussion with the Bridge Section, is making a more in-depth review of the requested increase in "Moving of Temporary Concrete Barriers".

ITEM 6 - MOVING TEMPORARY CONCRETE BARRIERS

The contractor and resident were guided in this area by the Special Provisions, Section 104.05, "Maintenance of Traffic Through the Work" and Section III, "Temporary Protective and Directional Measures for Traffic"; Sheet 2 of the contract plans entitled "Temporary Protection and Direction of Traffic"; and Structural Design Section Drawing No. 34687 entitled "Stage Construction".

The original estimate of moving 17,825 lineal feet of temporary concrete barrier was based on:

1. Doing all required work to prepare and place steel grid flooring in 200-foot increments in a week's time.

2. Moving all barrier to center of roadway and filling steel grid with high early strength concrete. A one-week period.

3. Moving barrier to opposite side of bridge.

4. Repeating Steps 1 and 2 above.

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5. All railing work and sidewalk work to be done behind barrier while it was against curb or after the traffic rail was installed.

An in-depth discussion based on reasonable work progression and what could be done resulted in the following:

1. The work could be done similar to the staging set up on Sheet 2. However, two weeks should have been allowed for each increment of work area and it would be reasonable to allow an increase of work area of 200 feet out ahead of deck removal area for preparation and staging work.

2. The concrete deck pour (one-half roadway at a time) could be done full length of bridge in one week.

3. Forming, pouring of curb and placing of traffic rail could have been done one-half length of bridge at a time in one-week period each.

4. All work behind traffic rail (forming and pouring of sidewalk and placing of pedestrian rail) could be done without the use of concrete barrier rail.

The above analysis resulted in a need for moving a total of 57,080 lineal feet of temporary concrete traffic barrier. This is an increase of 39,255 feet over the original estimate. Region's request was for an increase of 65,837 feet.

ITEM 8 - FLAGMEN

The original estimate for this item was 6,500 hours based on three flagmen for 12 hours per day for 180 days, as per George Sanford.

A more realistic estimate would be two flagmen for 24 hours per day for 180 days, resulting in 8,640 hours. The contractor has already been granted a 16-day work extension due to problems encountered with welding galvanized steel. This results in an additional 768 hours, or a total of 9,456 hours, which is in excess of the 9,188 hours requested by the field. This appears reasonable.

ITEM 9 - PILOT CAR

The original estimate for this item was 1,200 hours, based on approximately 20 percent of the flagging hours.

The Region made a decision due to traffic volumes and a need to control speed for the safety of all concerned, to utilize a pilot car during all working hours, approximately 18 hours per day. This results in 3,240 hours for 180 days. Based on this, the field's request for 3,002 hours appears reasonable.

SUMMARY

Item No.	Item	Contract Qty.	Contract Cost	Proposed Increase In Quantities Region Qty.	Region Cost	Design Qty.	Design Cost
6	Moving Temporary Concrete Barrier	17,825 ft.	$ 35,650	65,837 ft.	$131,675	39,255 ft.	$78,510
8	Flagging	6,500 hr.	$162,500	2,688 hr.	$ 67,000	2,956 hr.	$73,900
9	Pilot Car	1,200 hr.	$ 36,000	1,802 hr.	$ 54,060	2,040 hr.	$61,200

Item 6 needs further review by field to justify their quantity. Items 8 and 9 appear reasonable, based on this review. Back-up material is attached.

DOC:ja

Attachments

cc J. H. Versteeg

Item # 6 Moving Temp. Concrete Barriers

1. Preparation and placing steel deck panels one side of bridge

Guidance Sheet 2, Dwg No 34687 and Special Provisions

2 weeks for work at each 200 ft section.

Each section to be closed off to traffic (1 lane maintained on bridge) Monday thru Friday. Two-way traffic required on weekends. Two moves required for each set up.

One side ~ 762.5 ft (2)(2) = 3,050 ft / 200' sec.

3,050 ft (6) = 18,300 ft

last section

562.5 ft (2)(2) = 2,250 ft

Total one side 20,550 ft

2. Concrete Deck Pour

Move all 1600 ft rail to center and pour deck in one continuous pour.

2 (1600 ft) = 3,200 ft

Pour ½ deck 3,200 ft

3. Form & Pour Curb & Place Traffic Rail. (2 weeks)

275' taper + 660 ft deck + 50 ft (Extension Flair) + 12.5 = 997.5

997.5 (2 out & back) = 1,995 (2 areas) = 3990 ft

Curb & Rail = 3,990 ft

4. Move Rail to other side 1600 ft

5. Steel Deck Panels (See Item #1) 20,550 ft

6. Concrete Deck (See Item #2) 3,200 ft

7. Curb & Rail (See Item #3) 3,990 ft

Note: Sidewalk work and pedestrian rail to be done behind and after traffic rail installed. Conc. barrier not required for this work.

Total moving of temporary concrete barrier.

Steel Deck	2 (20,550 ft)	=	41,100 ft
Conc Deck	2 (3,200 ft)	=	6,400 ft
Curb & Rail	2 (3,990 ft)	=	7,980 ft
Switch Sides		=	1600 ft
		Total =	57,080 ft

Original estimate for 17,825 ft assumed one week for preparation and placement of steel deck and no need to work ahead of 200 ft work area.

Item #8 — Flagmen

Original item 6,500 hours @ $25/HR
Additional 2,688 hours
9,188 hous @ $25 = $229,700

Original estimate based on three flagmen 12 hours per day. (Construction in Consultation with Bridge Sec.)

Estimate should have provided for two flagmen for 24 hours/day for appnx 180 days.

2(24X180) = 8,640 hours

Contractor has already been given a 16 day extension due to problems related to welding galvanized steel.

2(24X16) = 768 hours

Total = 9,456 hours

There would be times when contractor is painting that and doing some work when 24 hour flagging days are not required. Therefore it appears increase to 9,188 hours is justified.

Item #9 - Pilot Car

Original Item 1,200 hours @ $30/hr
additional 1802 hours
3,002 hrs @ $30 = $90,060

It is normally estimated by Construction that pilot car hours would be required for 25% of flagging. In this case they used some what less arriving at 1200 hours.

The Region made the decision due to traffic volumes and a need to control speed for safety of all concerned to utilize a pilot car during all working hours. Approximately 18 hours per day.

$$\frac{18 \text{ hrs}}{\text{day}} (180 \text{ day})(1) = 3,240 \text{ hrs.}$$

Since some of these days are probably not in one-way traffic conditions the 3,002 hours seems reasonable.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO CON 5

DATE February 28, 1980

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TO MEMO TO THE FILE

FROM W. G. Beard
Sign Design Engineer

SUBJECT Request for Increase in Project Authorization
Yaquina Bay Bridge
Oregon Coast Highway
Lincoln County
Contract No. 9017

Copies of (1) Expected Overrun of Project Authorization form, (2) letter from O. B. Jackmond to H. S. Coulter requesting an additional $406,041.25 for the project and (3) letter from H. S. Coulter to the Transportation Commission requesting the additional funds have been reviewed. One reason stated for the request for additional funds was the gross underestimate for Bid Item No. 6, "Moving Temporary Concrete Barrier", with a request for an additional $131,675.00.

I herewith submit my comments:

Much discussion as to length of work area was held between personnel in the Bridge and Road Design Sections, with the conclusion that 200 feet would allow ample distance for the contractor and minimize the bottleneck of one-way traffic on the bridge. On this basis, the "Temporary Protection and Direction of Traffic" plan (Sheet 2) was prepared for and included in the project plans. 562.5 feet of temporary concrete barrier is needed to taper the lane closed and protect 200 feet of work area. 1,600 feet of temporary concrete barrier was indicated in the estimate of quantities--562.5 feet to protect the work area and the balance to protect traffic where the bridge rail and walk had yet to be replaced.

17,825 feet was given in Bid Item No. 6 as the length of temporary concrete barrier to be moved. This figure is correct if the temporary protection of traffic is performed as per the contract plans.

However, through investigation I have determined that field personnel have allowed the contractor to operate differently than the prepared plans. Instead of a work area of 200 feet, he has been permitted to have a work area of approximately 1,300 feet.

The contractor bid $2.00 per foot to move temporary concrete barrier. Based on this price, an increase of authorization to cover

3-3-80

Rubin
Seems to me that State should receive some rebate from contractor. Suggest you obtain a report from construction before taking the matter to Commission
Ed.

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BR-126-187

the additional $131,675.00 would mean he plans to move 65,837.5 feet of barrier more than the necessary 17,825 feet.

If this change was granted the contractor for his convenience, where is the savings to the State in other bid items? None is indicated.

I have not addressed the increases in Bid Item No. 8 for Flagging in the amount of $67,200.00 or Bid Item No. 9 for Pilot Car in the amount of $54,060.00. I do feel, however, that these increases are a direct result of allowing the contractor the greatly increased length of work area.

WGB:ja

cc H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
D. O. Christensen

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction DEPT. 378-6318 TELEPHONE

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: February 15, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for increase in Project Authorization
Yaquina Bay Bridge
Lincoln County
Contract 9017

The above federal-aid bridge deck repair and painting project is 27 per cent complete and an overrun of the project authorization is anticipated. An additional $406,041.25 or 12.5 per cent is needed to cover the estimated cost.

The contract bid item quantities for temporary protection measures were underestimated. It is anticipated that Bid Item No. 6, Moving Temporary Concrete Barriers, will require an additional $131,675; Bid Item 8, Flagging, will overrun by $67,200; and Bid Item No. 9, Pilot Car, will overrun by $54,060.

Three Price Agreements also contributed substantially to the overrun. Price Agreement #3 substituted reinforcing steel for wire mesh in the concrete barrier for added strength at an additional cost amounts to $11,200. Price Agreements #2 and #6 provided for additional welding on the steel grid decking. These two orders amounted to $100,400.

The additional welding work requires increased inspection on the project and at the fabricators, out of state. It is anticipated the increased inspection will cause the engineering to overrun by $25,174.

All items are eligible for federal participation. P.C.R.B. approval will not be required.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

OBJ:DCA:mk

Attach.

cc: C. O. Fredrickson
Charles Elroy
Robert Church

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Yaquina Bay Bridge (Newport) Date January 17, 1980

Highway Oregon Coast Contract No. 9017

County Lincoln Kind of Work Deck Repair & Painting Contractor Peter Kiewit Sons' Co.

	Authorized	Estimated	
Contract Amount	$ 2,893,660.00	$ 3,260,368.90	
Anticipated Items	52,050.00	52,050.00	
Contingency (4½%)	132,556.95	146,716.40	
Engineering	235,656.80	260,829.70	
Credits			
PROJECT COST	$ 3,313,923.75	$ 3,719,965.00	
	NET INCREASE $	406,041.25	OR 12.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. No. 4 - Temporary Signs	$ 5,767.50	$ 2,167.50
(C) B.I. No. 6 - Moving Temporary Concrete Barriers	167,325.00	131,675.00
(C) B.I. No. 8 - Flagmen	229,700.00	67,200.00
(C) B.I. No. 9 - Pilot Car	90,060.00	54,060.00
(U) P.A. No. 2 - Welded Steel Grid Decking	78,926.40	78,926.40
(U) P.A. No. 3 - Reinforced Concrete Barrier	11,205.00	11,205.00
(U) P.A. No. 6 - Weld Grid Decking to Anchor Plates	21,475.00	21,475.00

Principal reasons for overruns (Continue on reverse side): 1) Contract bid item quantities under direction of traffic unrealistic.
2) Not having a complete set of "As Constructed" drawings to work from.
3) Design omissions.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Charles W. Elroy — Resident Engineer

Noted by for Construction Engineer

Confirmed by — Regional Engineer

Noted by — Deputy or State Highway Engineer

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #9017

February 28, 1980

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Peter Kiewit Sons' Company
Post Office Box 1777
Vancouver, WA 98668

Gentlemen:

Re: Time Extension Request
Yaquina Bay (Newport) Bridge
FAP No. BRF-TQF-2-4(6)
Contract No. 9017

Your request for additional contract time on the above project has been very carefully reviewed. A time extension of 16 calendar days is granted due to delays resulting from Price Agreement No. 6.

During the review of this request, we also concluded that no lane closure should be permitted after 10:00 AM on Friday, May 23, 1980. This letter will also serve as a suspension of work for that day. No calendar day charge will be made for that day and the contract calendar date completions specified will be extended by one day.

As a result of the above time extension and suspension of work, contract time and dates are revised as follows:

Item	From	To
Phase "A"	360 calendar days	376 calendar days
Phase "B"	November 15, 1981	December 2, 1981
Lane Closure		
9 PM Sunday to 10 AM Saturday	9-16-79 thru 5-23-80	9-16-79 thru 6-12-80
7 PM to 8 AM Monday - Friday	5-24-80 thru 9-15-80	6-13-80 thru 10-2-80

Please contact Resident Engineer Elroy if you wish further review of this matter.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr
bc: H. S. Coulter
C. O. Fredrickson
C. W. Elroy
Robert Church
FHWA

STATE OF OREGON

Highway Construction DEPT

378-6318 TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #9017

DATE: February 28, 1980

TO: C. T. Keasey
Assistant State Highway Engineer

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Yaquina Bay (Newport) Bridge
FAP No. BRF-TQF-2-4(6)
Contract No. 9017

Peter Kiewit Sons' Company, contractor on the above project, has requested a 16 calendar day extension of contract time for Phase "A", Phase "B" and the specified calendar date limit for daytime lane closures. The contractor bases his request on fabrication delays resulting from Price Agreement No. 6 which required additional welding of the grid bearing bars to the stringer anchor plates.

The contractor's request is valid as shown in the attached reports from the Region and Resident Engineers. The contractor further states that an "acceleration" costs claim will be submitted if a time extension cannot be granted. The Resident Engineer recommends an extension of time. The Region first recommended to pay "acceleration" costs and to not grant additional time, however they have advised verbally that Region concurs with an extension of time.

Phase "A" calls for completion of all work except cleaning and painting and Phase "B" calls for completion of cleaning and painting work. This project requires one way traffic to perform the deck repair. A traffic volume study was made prior to contract award and the following lane closure restrictions are contained in the Special Provisions:

All lane closures are limited to the following hours and days except holidays, weekends and public school spring vacation when no closures will be permitted:

Closure Hours and Days	Dates Closures Permitted
9 P.M. Sundays to 10 A.M. Saturdays	September 16, 1979 thru May 23, 1980
7 P.M. to 8 A.M. each day Monday thru Friday	May 24, 1980 thru September 15, 1980

The following is a tabulation of our traffic study on this project:

A. One way capacity = 900 VPH

B. Projected Max. Volume
1. AWD before May 23 = 700 VPH
2. Spring Vacation = 1100 VPH
3. AWD to June 12 = 800 VPH

A time extension of 16 calendar days would permit daytime lane closures to be extended to June 11. The above traffic data indicates that this could be tolerated and would most likely not exceed the hourly one lane capacity. It should be pointed out that traffic volume peaks within the maximum hour could result in some delays. These should be minor. The current Special Provision permits the contractor to close one lane until midnight on Friday, May 23. This is the beginning of the Memorial Day weekend and is not desirable.

It is therefore recommended that a time extension of 16 calendar days be granted for Phase A, Phase B and the lane closure date. It is further recommended that a "stop work order" be issued to prevent any interference with traffic after 10 a.m., Friday, May 23, 1980. No calendar day charge would be made for the one day covered by this order. This will extend the contract specified time and dates as follows:

Item	From	To
Phase "A"	360 calendar days	376 calendar days
Phase "B"	November 15, 1981	December 2, 1981
Lane Closure		
9 PM Sunday to 10 AM Saturday	9-16-79 thru 5-23-80	9-16-79 thru 6-12-80
7 PM to 8 AM Monday - Friday	5-24-80 thru 9-15-80	6-13-80 thru 10-2-80

This is a federal aid project and FHWA concurrence is not required. A letter to the contractor is attached for your consideration.

OBJ:fr

Att.

cc: H. S. Coulter
C. O. Fredrickson
C. W. Elroy
FHWA

7017

DATE: September 11, 1979

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Temporary Rule Pertaining to
Hours and Days of Movement of
Overdimensional Vehicles and Loads

copy
Part 6
trans
Part 9-1

The current project involving deck replacement of the Yaquina Bay Bridge on Highway 101 at Newport will require the movement of overwidth vehicles and loads during days and hours when such movement is normally prohibited under our existing rules. This will be necessary to cope with traffic restrictions caused by the limitations we placed on the contractor's work in the job specifications. Limitations that are needed to perform the deck repair work.

Our existing rules do not provide the Division with the necessary flexibility to do this. Such flexibility is included in a proposed updating of our rules which will go to public hearing September 21. The time frame, however, is such that action is necessary before the permanent rule could be adopted.

The agenda for your September 19 meeting will include a temporary rule which will allow us to handle the situation at Yaquina Bay Bridge until the permanent rule is adopted.

Your approval is recommended.

RPH:dc jh
bc: F. B. Klaboe
C. W. Head
L. W. Rulien
R. L. Schroeder
C. O. Fredrickson
R. P. Hamilton
George Bell
Jack Sollis

TEMPORARY RULE TO AUTHORIZE STATE HIGHWAY ENGINEER TO RESTRICT OR HALT MOVEMENT OF OVERSIZE VEHICLES, MOBILE HOMES AND MODULAR BUILDING UNITS TO AVOID CONFLICT WITH HIGHWAY CONSTRUCTION, REPAIR AND LOCAL TRAFFIC CONDITIONS

WHAT THIS RULE DOES:

This rule would grant the State Highway Engineer authority to place time of travel restrictions on over-dimensional mobile homes and modular building units where conditions resulting from highway construction, repair or local traffic conditions would render oversize movement hazardous, impracticable, or unduly inconvenient to the general traveling public.

STATUTORY AUTHORITY AND PROCEDURE:

ORS 184.619 grants the Oregon Transportation Commission authority to adopt such rules as it considers necessary to carry out the functions of the Commission. ORS 483.528 authorizes the Department of Transportation to regulate the movement of oversize loads and vehicles on highways in the State of Oregon.

RULE:

The State Highway Engineer is authorized to impose for over-dimensional vehicles, loads, mobile homes and modular building units, time of travel restrictions which alter or are in addition to those adopted by the Oregon Trarsportation Commission, as may be necessary in his judgment to avoid conflict with, or hazard or undue traveling inconvenience resulting from, highway construction or repair projects, or to cope with local traffic conditions.

STATEMENT OF NEED
AND JUSTIFICATION

TEMPORARY RULE TO AUTHORIZE STATE HIGHWAY ENGINEER
TO RESTRICT OR HALT MOVEMENT OF OVERSIZE VEHICLES,
MOBILE HOMES AND MODULAR BUILDING UNITS
TO AVOID CONFLICT WITH HIGHWAY CONSTRUCTION,
REPAIR AND LOCAL TRAFFIC CONDITIONS

ORS 184.619 grants the Oregon Transportation Commission authority to adopt such rules as it considers necessary to carry out the functions of the Department of Transportation. ORS 483.528 authorizes the Department to regulate oversize loads, vehicles and trailers on state highways.

The present rules of the Commission do not provide any person authority to restrict travel times for oversize units in instances where highway construction, repair, or local events or conditions require that movement temporarily be halted or otherwise restricted as to time. A proposed permanent rule contains a provision for such authority, but will not be subject to hearing and adoption in time to authorize restrictions on oversize movement made necessary by major deck replacement on the Yacquina Bay Bridge, US Highway 101, in Lincoln County. Because the contract has already been let and the work scheduled, it is necessary that this temporary rule be adopted to authorize time restrictions on oversize travel on the bridge.

It is proposed that this temporary rule be in effect pending adoption of a permanent rule.

7017

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Category II Experimental Feature
Membrane Protection for Steel
Stronger Tops
Yaquina Bay Bridge, Bridge 1820
Your File HPD.3-OR/430.2

As requested in your August 14, 1979 letter of approval, the work plan for this project will be modified to include an annual review of the membrane coating for a period of three years.

The contract requires a detailed inspection of the structure one year after completion of the work. Timing of the inspections at the age of two years and three years will be dependent on when a "snooper" crane can be efficiently scheduled to provide access for the inspection.

The project engineer will be advised of the elements of evaluation mentioned in your letter and will be requested to comply by including these factors in his evaluation and report. The items mentioned were: How the contractor applies the material, some background on why this material was chosen, how it actually performed, an evaluation of the application, and good actual cost figures for the work.

Attached is an initial Experimental Project Report, Form FHWA-1461, for the project.

RECEIVED
STATE HWY ENGR
AUG 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GB:pf;pf
Attachment

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
C. O. Fredrickson
D. E. Swan
G. W. Beecroft

Form 734-3122

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

| CARD | | |

CODING INSTRUCTIONS

CARD 01

Columns 03 to 11: Codes the individual project or specific subject area under evaluation. The entire code includes:

Columns 03 to 06: FIPS Code for each FHWA Region and State.

Columns 07 & 08: Code the last 2 digits of the calendar year the project was approved.

Columns 09 to 11: Create a sequential numbering system for each experimental project or specific subject area beginning in each calendar year.

Columns 12 & 13: Code the total number of experimental construction projects included under the specific subject area of this report.

Column 14: If project includes an HPR study, code 1; if not code 0.

Columns 15 to 26: Enter the HPR number or State study number if applicable. If not applicable, enter 0 in column 15.

Column 27: If the study is included in the Federally Coordinated Program of Research enter 1, otherwise enter 0.

Column 28: If the project is under the National Experimental and Evaluation Program (NEEP) enter 1. If the project is under the Regional Evaluation Action Program (REAP) enter 2. If the project is in neither program enter 0.

Column 29: For projects which include HPR or State funded studies enter 1 for Category 1. For Category 2 projects enter 2. For Category 3 projects enter 3.

Columns 30 to 35: Code the date of the report, (month-day-year).

Columns 36 to 41: Code the date the work plan was approved. When the exact day is unknown, code 00, example, 04 00 74.

Columns 42 to 47: Code the date that physical construction of the experimental feature(s) began.

Columns 48 to 53: Code the date that experimental construction was completed.

Columns 54 to 59: Code the date that the division engineer terminated the experimental project.

Columns 60 to 79: Enter the first initial and last name of the State's experimental project coordinator for this project.

CARDS 02, 03, and 04 Enter brief description of the experimental project. Code no more than 68 characters per line including spaces and punctuation.

CARDS 05 and 06 Space is provided for coding up to 20 characters in columns 12 to 31 and 32 to 51 plus space for coding up to 28 characters in columns 52 to 79. A list of commonly used key words are to be supplied under separate notice.

CARDS 07 through 12 Brief summary of the status of the project - code no more than 68 characters per line including spaces and punctuation.

CARDS 13 through 15 Describe individual experimental features

a. Description or name of an experimental feature, manufactured product, test section. Space is provided for 62 characters including spaces and punctuation. Indicate unit of measurement.

b. Columns 74 through 79 are intended for recording the total cost of each feature or test section to the nearest dollar.

c. Final Disposition. Record the final disposition of the project when:

(1) The project is successful
Code A, if adopted as a standard
Code B, if further evaluation is recommended.
Code C, if modification is required.

(2) The project is unsuccessful.
Code D, if rejected
Code E, if reevaluation is possible after modification.

Supplemental sheets are available for recording experimental features description/ _____ Cards 16 through 38.

9 of 17

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 14, 1979

In reply refer to: HPD.3-OR/430.2

SUBJECT: Oregon Project BRF-TQF-2-4(6)
Yaquina Bay Bridge - #1820

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Moehring's July 23, 1979, memo requested approval of a Category II Experiemental Project for the application of a membrane to the tops of the steel deck stringers. That request is approved, subject to the following comments.

The post construction evaluation should be for a longer period than one year. We would like to see a review annually, with a report, but we believe that three years would be a more realistic test. Perhaps if nothing happens after the first two years, the project could be terminated.

In the final report we would like to see information on how the contractor applies the material. We would also like some background on why this material was chosen and how it actually performed, as well as an evaluation of the application. Finally we would like to see good actual cost figures for the work. We believe the project engineer should be made aware of these concerns so he may keep on top of the experimental aspects of this project.

Will you also please submit an Experimental Project Report, Form FHWA-1461, for this project so it can be entered in the log.

for G. L. Green

cc:
OSHD (W. J. Hart)
OSHD (G. Beecroft)

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO
Moehring
FOR
Init. | Assoc. | R/D | D/R | Spec. | Act. | File

1017

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 15 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

August 14, 1979

Don Seymour, Legal Counsel
Public Contract Review Board
Department of Justice
100 State Office Building
Salem OR 97310

Yaquina Bay Bridge
Deck and Sidewalk Replacement
Steel Spans
Lincoln County
Bridge 1820T

The Highway Division plans to open bids on the roadway deck replacement for the steel spans of the subject structure on August 23, 1979.

Our plans call for the use of a concrete filled steel grid deck as the replacement for the existing deteriorated concrete slab.

We plan to overlay the new deck with a rubberized asphalt concrete pavement for the following reasons:

1. Seals the deck against moisture and chloride penetration which is a Federal Highway Administration requirement.

2. To obtain the desired finish grade line and improved riding qualities.

The proposed product to be used for this overlay is "Rub-R-Road", manufactured by Rub-R-Road, Inc., of Akron, Ohio. This product has been placed on bridges in Portland and has given superior service as a water seal and it has excellent wearing qualities. Also, it can be placed in less thickness, a requirement for this project, than a conventional asphalt concrete membrane overlay.

We request a specific exemption (OAR127-20-050) for use of "Rub-R-Road" manufactured by Rub-R-Road, Inc., of Akron, Ohio for the subject project and that this be done by Unanimous Consent Calendar OAR127-30-040.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. T. Keasey
Jack Sollis
C. O. Fredrickson

NOTED
E. S. HUNTER

Form 734-3122

9017

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRF-TQF-2-4(6)

STATE PROJECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90263

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info. | Inves. | R/D | D/R | Sign | Act. | File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

8-16 ltr

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-1-79	Primary 2	Primary 9

GENERAL LOCATION:
Yaquina Bay Bridge (Newport) Section

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping $ 450
On the Job Trainees 1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's July 30, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,948,185 - Federal Funds $2,537,372.

A signed copy of the Revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-915

July 23, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. H. MOEHRING

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Proposed Category II Experimental Feature
Membrane Protection for Steel Stringer Tops
Yaquina Bay Bridge, Bridge 1820
Oregon Coast Highway
Lincoln County

This is to request the establishment of a Category II Experimental Features Project for the application of Chevron Industrial Membrane to the tops of steel deck stringers and other similar members as corrosion protection in conjunction with the forthcoming deck replacement on the Yaquina Bay (Newport) Bridge.

The tops of the existing deck stringers, sidewalk support channels, and other similar members on the bridge are presently covered by concrete of the deck and sidewalk. Removal of the existing concrete deck and sidewalk will provide an opportunity to clean and re-coat the tops of these steel members prior to construction of the new concrete-filled steel grid replacement deck. Coating of these members with the proposed membrane material is expected to provide superior protection from corrosion than if coated with conventional paints.

Since the deck replacement must be done without closing the structure to traffic, it is necessary to coat the tops of the steel stringers with a material that will cure quickly at ambient coastal temperatures. Experiments with the Chevron Industrial Membrane indicate it can be applied under various normal ambient temperatures (40°F to 75°F) that can be expected in Newport throughout the year.

Attached is a proposed work plan and cost estimate for a Category II Experimental Features Project using the Chevron Industrial Membrane. Your approval is requested.

GB:pf:pf
Attachment

cc: Walt Hart
Jack Davis
D. E. Swan
C. O. Fredrickson
Gordon Bescroft

Proposed Category II Experimental Features Project
Membrane Protection for Steel Stringer Tops
Yaquina Bay (Newport) Bridge
Bridge 1820
Oregon Coast Highway
Lincoln County

WORK PLAN

HISTORY The Yaquina Bay (Newport) Bridge has direct coastal exposure to the Pacific Ocean, which has resulted in serious corrosion problems to structural and reinforcing steel in the structure. This problem is particularly concentrated in steel members under the deck where salt-laden moisture condenses and is not washed away by the rain. Corrosion of the steel reinforcing bars in the bottom of the concrete deck has caused spalling of concrete and has so damaged the deck and sidewalk that the entire deck and sidewalk throughout the three steel arch spans must now be completely replaced.

The condition of the tops of the steel deck stringers is not presently known, but considerable corrosion damage is expected. This possible damage will be assessed upon removal of the concrete, with cleaning and coating of the members performed at that time. Since the tops of the stringers will again be inaccessible after the new deck is placed, the most permanent protection available for these surfaces is desired.

EXPERIMENTAL FEATURE This proposal is to establish a Category II Experimental Features Project for the application of Chevron Industrial Membrane to the tops of steel deck stringers and other similiar members as corrosion protection in conjunction with the deck replacement project on this structure.

PURPOSE The tops of the existing deck stringers, sidewalk support channels, and other similar members on the bridge are presently covered by concrete of the deck and sidewalk. Removal of the existing concrete deck and sidewalk will provide an opportunity to clean and recoat the tops of the above described steel members, which will then be re-covered by a concrete filled steel grid replacement deck. Coating of these members with the proposed membrane material is expected to provide superior protection from corrosion over an extended period of time than if coated with conventional painting materials.

TENTATIVE SPECIFICATIONS - Membrane Protection for Stringer Tops

Scope The top surface and edges of all steel floor stringers, sidewalk support channels, sidewalk brackets, and any other steel members permanently covered by the steel grid deck system and concrete sidewalk shall be cleaned and coated as follows:

Cleaning After removal of the existing concrete deck and sidewalk, the upper surfaces and edges of steel stringers and other members described above shall be blast cleaned. Blast cleaning shall be performed in accordance with Steel Structures Painting Council Specification SSPC-SP 6-63 "Commercial Blast Cleaning".

The appearance of the blast cleaned surface shall conform to Pictorial Standard Sa 2 of ASTM D 2200 (SSPC Vis 1-67T).

Blast cleaned surfaces shall be coated on the same day and not later than 6 hours after completion of cleaning. If any rust forms on the cleaned surface within any time period before the surface is coated, the surface shall be re-cleaned to the above specification at the contractor's expense.

Coating Blast cleaned surfaces shall be coated with a two-component extended urethane membrane which shall be Chevron Industrial Membrane (Premix CIM plus Activator CIM). This is an experimental project and no substitutions will be allowed.

The membrane shall be applied only to clean, dry surfaces in one coat of approximately 50 mils thickness (±10 mils). The membrane may be applied by brush, roller, squeegee or spray as the contractor may elect. In cold weather the steel surfaces may be artificially warmed to a temperature not to exceed 85°F to accelerate the rate of cure of the membrane.

Membrane shall be stored, mixed and applied in strict accordance with the manufacturer's recommendations and only by persons trained and skilled in the use of this material.

Drip boards or other masking approved by the engineer shall be secured to the bottoms of the top flange of the stringers and other steel members to prevent overspray or dripping of the membrane onto other surfaces. Overspray or drippings shall be removed from all other surfaces not to be coated to the satisfaction of the engineer at the contractor's expense.

Neoprene pads supporting the steel grid deck panels may be set on the membrane either while the surface of the membrane is still tacky or after it is completely cured, but shall not be placed until the membrane has cured sufficiently to prevent squeezing out of the fluid membrane from between the neoprene and the steel. Membrane on surfaces to be covered by concrete shall be completely cured before the concrete is placed.

ESTIMATE OF COST

Membrane Protection for Steel Deck Stringers
Chevron Industrial Membrane

Area to be Covered

350 ft. Spans - Top surface of deck stringers and sidewalks channels:

2-sidewalk channels: 15" x 33.9#	= 2(3.375")	= 6.75" width
2-outside deck stringers: 16" x 8.5 " x 50#	= 2(8.5")	= 17.00" width
5-interior deck stringers: 16 x 36# & 40#	= 5(7.0")	= 35.00" width

Total inch width = 58.75 inches

$\frac{58.75 \text{ in}}{12 \text{ in/ft}}$ = 4.896 sq ft/ft span

4.896 sq ft/ft x 350 ft/span x 2 spans = 3427 sq ft

600 ft Span - Top surface of deck stringers and sidewalk channels:

2-sidewalk channels: 15" x 33.9#	= 2(3.375")	= 6.75" width
7-deck stringers: 16" x 36# & 40#	= 7(7.0")	= 49.00" width

Total inch width = 55.75 inches

$\frac{55.75 \text{ in}}{12 \text{ in/ft}}$ = 4.659 sq ft/ft span

4.659 sq ft/ft x 600 ft = 2795 sq ft

Total area stringers and channels = 3427 + 2795 = 6222 sq ft
Alllowance for miscellaneous surfaces 10% = 622 sq ft

Total Area = 6844 sq ft = 760 sq yd

Material Cost Estimate

Conversation with Mr. Harvey C. Perry of North West Standard Surfaces, Inc., indicated that $1.55/sq ft is a usual "shotgun" estimate for cost of this material in place on large surfaces. However, due to the small quantities to be used on this project at any one time, small surfaces to be covered, location of the work, and many other complexities of this project, the cost of the material in place (including sandblasting, masking, labor, and a multitude of other details, depending on which contractor did what work) would probably run about $5.00/sq ft. For lack of better information or more definitive cost histories, this figure is used.

Total Estimated Cost = 6844 sq ft x $5.00/sq ft = $34,220

EXPERIMENTAL FEATURES INSPECTION AND REPORTING

Preconstruction Simple experiments have been conducted with this membrane material which indicate that the membrane can be applied under various normal ambient temperatures (40°F to 75°F) that can be expected in Newport throughout the year. The bond to steel and other properties appears to be satisfactory for the use intended.

Construction The principal evaluation of the use of the membrane material for this purpose will be made during construction. Evaluation will include the ease with which the material can be placed, including an evaluation of any tendency for the material to run or drip.

The ability of the material to adhere to the clean steel surfaces will be evaluated by scraping after the membrane has cured.

The material will be observed for pinholes, although pinholes are not a serious concern in this application since the membrane will be covered by a neoprene pad.

After the dead load of the concrete-filled steel grid deck is placed, the membrane material will be inspected to determine whether this weight caused the material to extrude or flow from under the neoprene pad.

Post-Construction Approximately one year after project completion, the structure will be inspected from below the deck to observe whether any rust is forming where the edge of the top flange of the steel stringers meet the Chevron Membrane Material.

After the one year inspection, further inspections will be dependent on access provided during other maintenance activities.

Reports The principal evaluation of the product will be submitted as an interim report at the conclusion of the construction project.

The final report will be submitted following the inspection after one year of service.

Inspection and reporting of the experimental work will be coordinated by the Research Section with assistance from the Resident Engineer and the Region Bridge Inspector.

9017

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 23, 1979

TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: R. W. Ellison
Assistant Bridge Engineer

SUBJECT:

Yaquina Bay Bridge
Oregon Coast Highway
Lincoln County
Bridge 1820T
Deck Repair & Painting
Coast Guard Approval

Attached is a copy of the Coast Guard letter of July 18, 1979, approving scaffolding for the subject project. Note that they request dates of start and completion for this work and any changes in the schedule shown in my letter of July 10.

Please furnish such information to this office at least two weeks prior to the effective date in order that it can be transmitted to the Coast Guard in the usual manner.

RWE:smd

Attachment

cc E. S. Hunter /w/ attach.
R. Schroeder /w/ attach.
H. Versteeg /w/ attach.

RECEIVED
TECHNICAL SERVICES
JUL 24 '79
REFER TO
FOR
Info | Invest | R/D | B/R | Ign | Sel | File

81-125-1367

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 400
18 July 1979

State of Oregon
Department of Transportation
Atn: Mr. R. W. Ellison
Assistant Bridge Engineer
Transportation Building
Salem, OR 97310

RE: Yaquina Bay Bridge Repair

Gentlemen:

Your letter of 10 July 1979, describing your proposal to perform maintenance work on the reference bridge between September 1979 and October 1982, has been received.

Your request to hang scaffolding 5 feet below low steel of the main navigation span to perform the work is approved. Scaffolding to be marked as described in your request.

Please advise the dates of start and completion of the work and/or any changes in the scheduled times. Our local Notice to Mariners will periodically describe the conditions at the bridge.

Your cooperation is appreciated.

Sincerely,

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

NOTED
R. W. ELLISON

RECEIVED
JUL 23 1979
BRIDGE SECTION

1017

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRF-TQF-2-4(6)

STATE PROJECT NO.: See below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check): 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90263

RECEIVED
STATE HWY ENG.
JUL 17'79
REFER TO
Meeting
FOR

Astio | Inver. | B/D | S.R. | Sam | Art | Le

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1-17
one to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Primary 2	Primary 9

GENERAL LOCATION:

Yaquina Bay Bridge (Newport) Section

GENERAL DESCRIPTION OF WORK:

Deck Replacement (Steel Spans)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,874,000 - Federal Funds $2,471,978.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1011

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 90263
Project No. BRF-TQF-2-4 (6)
Yaquina Bay Bridge (Newport)
Lincoln County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on September 20, 1979, but request early PS&E approval at this time. Right-of-Way, Utility and other Environmental Certification and Status reports will be submitted at the time we request advertising authorization.

(114)	Federal Funds (80%)	$ 137,667
(118)	Federal Funds (80%)	465,546
(124)	Federal Funds (88.15%)	1,868,765
	State Funds	402,022
	TOTAL COST	$2,874,000

DAR:pf
Attachments

cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 12'79
REFER TO
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Form 734-3122

9017

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

Yaquina Bay Bridge
Lincoln County
Newport, Oregon
Bridge 1820T
Maintenance Work

A permit for the Yaquina Bay Bridge at Newport, Oregon was issued by the Chief of Engineers and Secretary of War on October 6, 1933. The permit provided for the construction, maintenance, and operation of the structure.

It has been determined that maintenance work in the form of deck replacement and painting of the deck support system (beams and stringers only) is now required. This work will be confined to the three steel arch main spans only.

A temporary hanging scaffold will be required to facilitate the work. This will impair the vertical clearance by five feet in the navigation span only. The scaffold will be marked by international orange flagging at fifty-foot intervals along its length. The flagging will be of sufficient size to be visible for a distance of one mile during hours of daylight. The work will commence about September 1, 1979 and continue intermittently until October 1982.

It is our understanding that this maintenance work can be done under the provisions of the existing bridge permit.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Asst. Bridge Engineer

cc: E. S. Hunter
R. L. Schroeder
C. O. Fredrickson

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Form 734-3122 (Rev. 7-77)

9017

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 12, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem OR 97301

Yaquina Bay Bridge (Newport)
Bridge 1820T
Oregon Coast Highway
Lincoln County
Deck Replacement

Outlined below are the answers to the questions raised by your Region office memorandum dated June 26, 1979.

1. Our original request was intended to ask for your concurrence that the project be eligible for SBR funding. We also believe that the protective coating for steel members in contact with the new deck and sidewalk should be eligible for SBR funding.

2. We propose to use the product, "Rub-R-Road", rubberized asphalt concrete overlay to prevent moisture reaching the concrete filled steel grid deck. This proprietary product was used on a major structure in Portland and proved to have superior resistance to wear and furnished a waterproof seal for the concrete deck surface. We ask your approval for use of this product on the subject structure.

3. The new sidewalks will be cast-in-place reinforced concrete. The plans will call for epoxy coated reinforcing steel in the concrete slabs.

We plan to call for galvanized steel grid decking separated from the existing stringer flanges by neoprene strips.

4. The use of prestressed deck panels was investigated along with the other alternates listed in our initial letter.

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This alternate was finally rejected for the following reasons:

a. There are approximately 150 stringer splice connections with splice plates and rivet heads protruding above the stringer flange plates. The exact location of these connections will be unknown until the existing deck is removed. Because of the requirement for a quick deck replacement, it would be very difficult to use any precast system with the void area requirements at these splice points.

b. Existing stringers are placed for parabolic crown which would present erection problems for precast panels.

c. Six inches of deck depth is insufficient for a precast element plus the leveling or wearing surface required to match the required grade line.

d. Possibility of prestressing steel corrosion at this location. The bottom of the existing slab has a very high chloride content due to the marine environment.

We hope the above information will clarify the questions raised by your region office. If you need more information, let us know.

This project is scheduled for an August 23, 1979 bid opening.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson

Form FHWA 121 (Rev. 5-73) 7017

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 28, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project F-2-4(-)
Yaquina Bay Bridge (Newport)
Deck Replacement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We are attaching our Regional Office June 26, 1979, memorandum on the deck replacement for the Yaquina Bay Bridge in Newport. Please note they have conferred with our Washington Office and the comments are joint comments from both echelons of our organization.

Please let us have your answers to these comments.

for G. L. Green

Attachment:
Memo dtd June 26, 1979

cc: w/attachment
OSHD (E S Hunter)
OSHD (W J Hart)

RECEIVED
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1-2 cy to

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S.W. Morrison Street
Portland, Oregon 97204

DATE: June 26, 1979

In reply refer to: HBR-010

SUBJECT: Oregon Project F-2-4(-)
Yaquina Bay Bridge (Newport)
Oregon Coast Highway
Deck Replacement

FROM: Director, Office of Bridges
Region 10

TO: Mr. G. L. Green
Division Administrator
Salem, Oregon

With reference to the preliminary plans submitted with your memo of May 21, 1979, we have some questions as follows:

1. What type of funds are proposed? The States letter refers to SBR funds yet your memo indicates otherwise.

2. We question the use of 13/4" asphaltic concrete wearing surface over the filled steel grid. Mr. Sears reports that this type of construction has resulted in problems on bridges back East and some "growing" of the deck as water gets through the overlay. We recommend a protective overlay or a membrane over the grid.

3. The plans do not indicate whether the steel grid is proposed also for the sidewalk replacement nor whether the grid is to be galvanized.

4. Mr. Art Anderson of ABAM Engineers has been doing some research on 2-way prestressed precast slab panels on steel stringers. Has the State looked into this possible type of construction?

We request that you discuss these items with the State and furnish a response to the above questions.

Roy Tokerud

Roy Tokerud

Attachments

cc:
FHWA, Lester Herr, Chief, Bridge Div.

GENERAL FILES

1017

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 15, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Yaquina Bay Bridge (Newport)
Oregon Coast Highway
Bridge 1820T
Lincoln County
Deck Replacement

Enclosed are two prints each of two preliminary drawings for the subject project. These prints show the project limits and typical proposed deck replacement details. Also, it is proposed to replace both sidewalks and handrails and add a traffic barrier at the roadway curbs within the limits of the project.

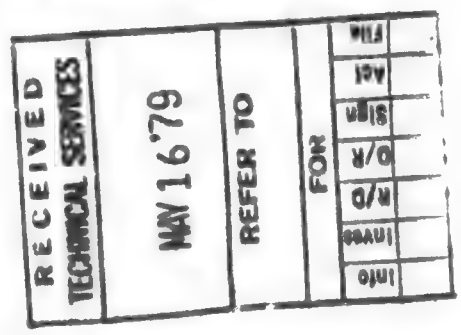
Included in the contract as non-participating items will be the painting of all floor system steel and the addition of safety access facilities.

The existing deck and sidewalk reinforced concrete slabs have deteriorated beyond the point of repair. We propose to replace deck and sidewalk slabs on the steel spans. The conditions of the deck demands that this be done in the very near future.

Location of the project, traffic count (8400 ADT), and no available detour, places severe restrictions on the method of deck replacement.

Traffic studies have determined the permissible times when the structure can be closed to one-way traffic. (Attached letter from L. E. George.) These traffic control requirements will be outlined in the specifications for the project.

The contractor will be required to cover all open areas when not being worked on and to provide sufficient nighttime lighting through the construction area. The contractor will be required to maximize his effort and work more than the normal eight hour work shift in order to complete the project as quickly as possible



The proposed replacement of the existing deck, is a 4 1/4 inch concrete filled steel grid deck system. After installation, a wearing surface will be added to give an overall thickness of 6 inches. This thickness will match the existing deck at both ends of the project and maintain the present vertical clearances at the arch portals.

We feel that this proposal is the preferred replacement procedure for this project and have outlined additional advantages below.

1. Adaptability to the required stage construction procedure. Traffic may be placed on panels immediately after installation.

2. Better load capacity for the required deck thickness.

3. Minimum dead load added to the existing structure.

4. Easier installation will make for a minimum installation time.

5. Reduced handling weight and size of panel units.

Other alternates considered were poured-in-place concrete deck, precast concrete panels, and panel units of poured-in-place deck on new stringers.

Each of these units was studied and rejected because of construction problems and insufficient slab thicknesses by present standards. Concrete slab thickness at stringer splice points would vary from approximately 5 to 5 1/2 inches.

We request your approval of SBR funds for the proposed project.

Estimated cost for the project is $2,500,000.

Enclosure

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

cc~~E. S. Hunter~~
D. H. Moehring
C. O. Fredrickson /w/ 2 encl.
Gary Potter /w/ 1 encl.

1011

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

DATE: April 20, 1979

TO: W. J. Hart
Bridge Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Yaquina Bay Bridge (Newport)
Bridge Deck Replacement
Oregon Coast Highway No. 9
Lincoln County

COPIES:
C. S. HUNTER

CC Ventney 4-25-79

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During construction of the subject project, it will be necessary to restrict traffic to one-way operation. This operation will be necessary while approximately 1,300 feet of the bridge deck is replaced.

To prevent motorists from experiencing long delays during this period, the following analysis was conducted. In researching the project, it was assumed that the work area would be 500-700 feet long and construction speeds would average 20-25 miles per hour. We also assumed flagmen or a flag car would be used for traffic control during the period the bridge is restricted to one-way traffic. Using these assumptions, it was determined that one-way traffic operation should be avoided on days when traffic volumes exceed 900 vehicles per hour.

An analysis of traffic volumes obtained from the permanent traffic recorder located nine miles north of the project and two 16-hour manual counts taken on US101 in Newport indicate the following periods should be avoided.

1. All days between the hours of 8:00 a.m. and 7:00 p.m. from the Friday before Memorial Day until September 15.

2. All weekends.

3. Spring Vacation Week.

Implementing one-way traffic operation during the above periods is predicted to cause traffic backups into the City of Newport. Disruption of traffic movements in the City, along with the delay to highway traffic, is likely to cause considerable adverse public reaction.

Excluding the above periods, approximately eight months are available to accomplish the replacement of the bridge deck under one-way

traffic conditions. Based on traffic volumes, one-way traffic operation is feasible Monday through Friday between September 17, 1979 and May 22, 1980. The exception during this eight-month period (besides weekends) is Spring Vacation, the third week in March.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

JH:ds

cc: E. S. Hunter
C. O. Fredrickson

Form FHWA 121 (Rev. 5-73) 7211

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 7, 1979

In reply refer to: HBR-OR /407.4

SUBJECT: Yaquina Bay Bridge
Alsea Bay Bridge
1/24/79 Inspection

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

We have assembled a series of photos taken during an inspection trip with Messrs. Hunter, Hart, Alloway, Wood and Schell on January 24, 1979. Messrs. Payton and Bangert arranged the trip to coincide with the use of your snooper truck. We obtained an excellent view of the underside of these deteriorating bridges.

The Yaquina Bay structure with its 27-ft. roadway, while not showing immediate signs of distress, definitely is deteriorating and could exhibit problems soon. The saving grace on any deck failure must be the short distance between floor beams. The paint on the steel is also deteriorating and rusting is obvious. A new deck or other repair should be anticipated soon.

The Alsea Bay structure, with its 24-ft. roadway, presents another major problem. From the results your maintenance people have obtained with similar repair (Cooks Chasm, 1972), there might or might not be success in an extensive patching project. In the area we reviewed, two girders were excavated in a section 6 ft. long by 10 inches deep and patched in 1976. Prints 2, 4 and 12 show some sections of this patching. Maintenance personnel reexcavated some patched areas just prior to our visit to enable us to evaluate the success of this patching. It appears the repair work was successful. Repairs were costly and involved excavating the deteriorated or spalled concrete and sandblasting the reinforcement to white metal. The exposed area and steel was then coated with an epoxy (Concresive 1001 or Sinmast Formula No. 4) and a 3/8-inch concrete mix using Type III piped into a steel form. A 24-hour cycle is recommended. More details of the procedure are contained in Mr. Payton's March 18, 1976 report to Mr. Fredrickson.

Since these structures could become critical at any time, we feel some approach should be studied and implemented soon.

for G. L. Green

cc:
OSHD (W J Hart)
OSHD (E S Hunter)

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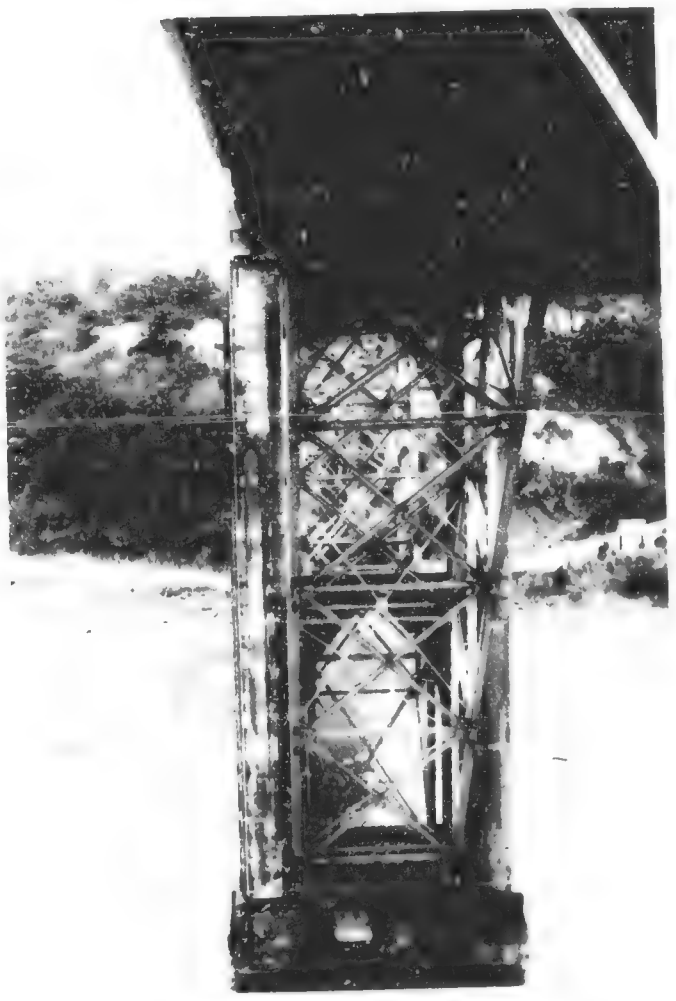
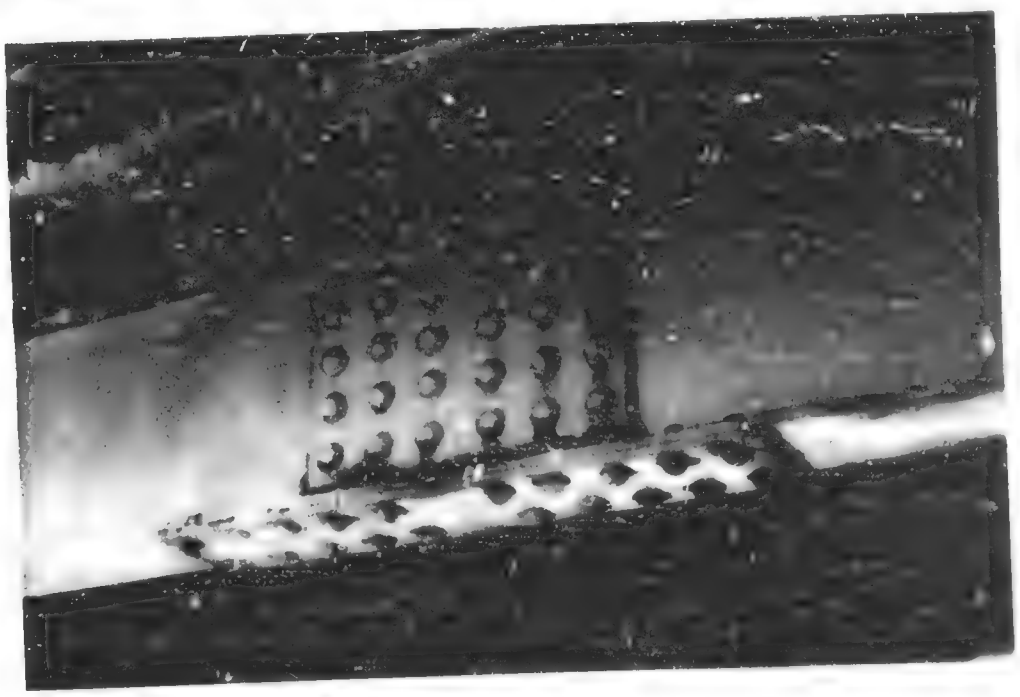
YAQUINA BAY BRIDGE



View north from center of structure (center of navigation span) using the Snooper crane. Note all pictures following are taken from this position.

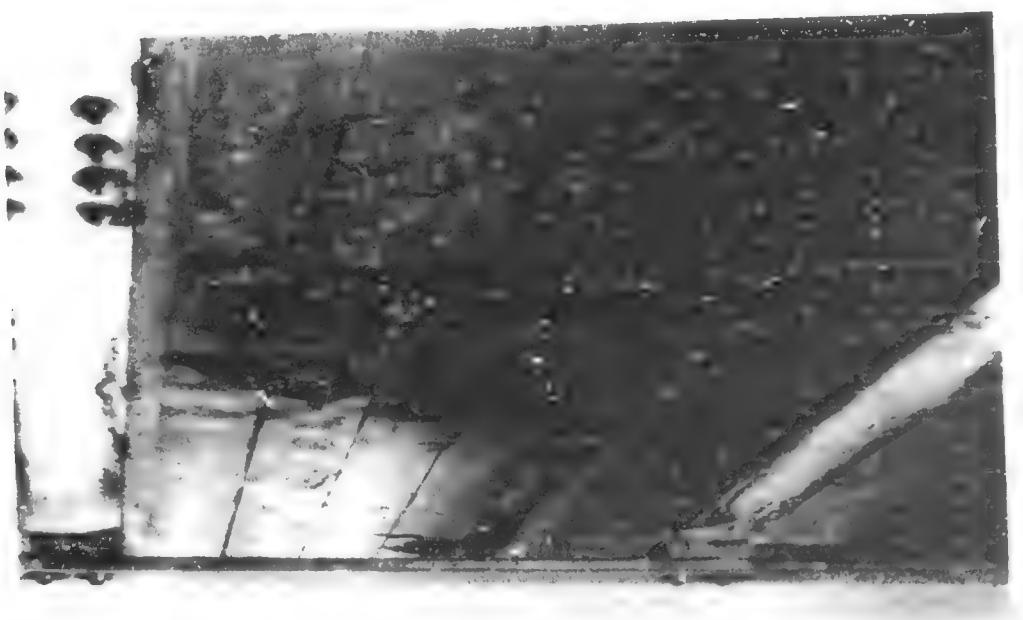


Typical of floor beam splice joint. Discolored area shows signs of rust.

Underside panel section of deck looking north. Typical extensive penetration of salts on underside. Salt content: Bottom 0-2" - 6#/CY; Middle - 0.6#/CY; Top 0-2" - 2#/CY.

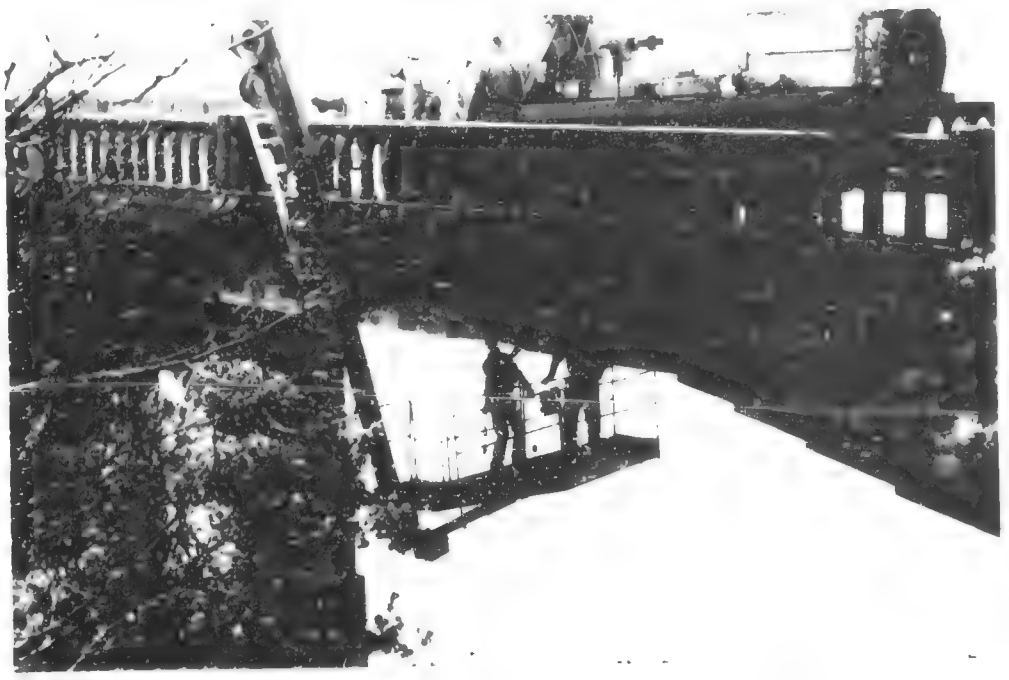
Underside panel section of deck looking north. Note rusting reinforcing steel.

Underside panel section of deck looking south.



Underside panel section of deck looking south.

ALSEA BAY BRIDGE



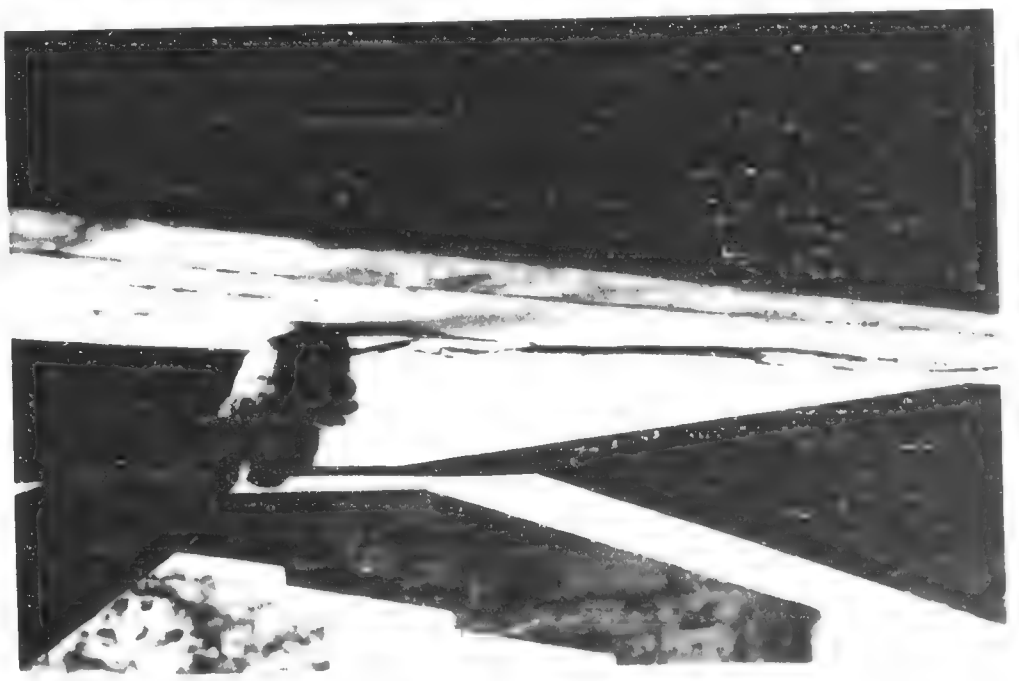
Location of Snooper crane in second span from north end of the structure.

State repaired several beams in this section. This view shows the repaired area which has been excavated for this review. No sign of rusting on the vertical stirrup bar.

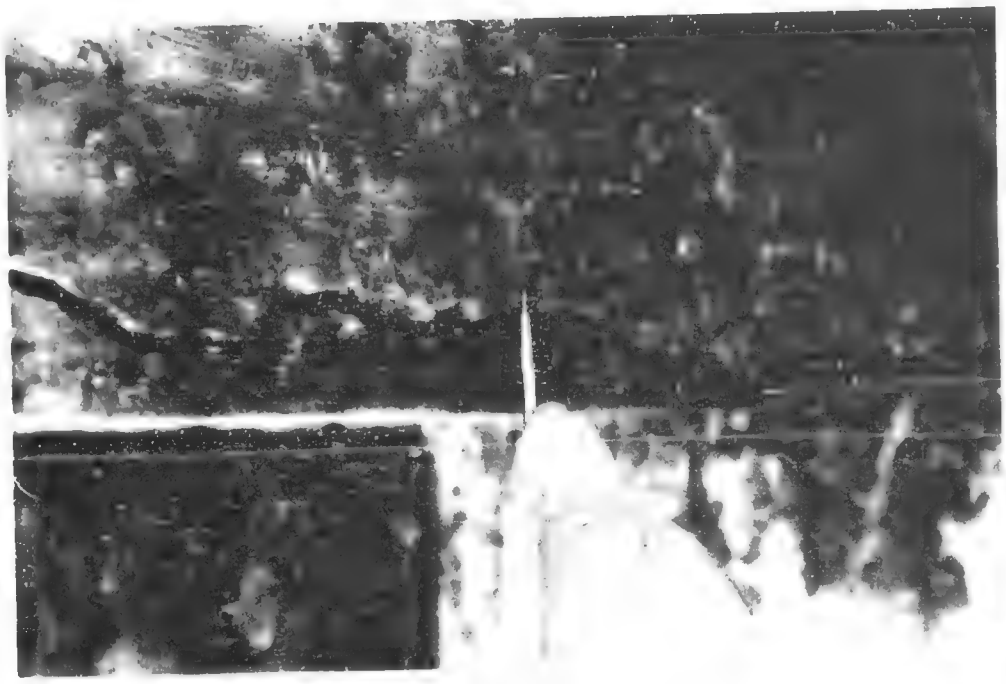
View looking upward showing beam side that no repair was attempted approx. 3 years ago. Note section of beam concrete about ready to fall.

Old beam section on the right and repaired and reexcavated section on left showing how each has faired for 3 years. Note crack in old concrete on bottom of beam. Maintenance people only repaired a 6' section of beam approx 10" up from the beam bottom. (This encased all the heavy reinforcement.)

Typical of spalled concrete under stirrups in beam. Salt content varied from 2½#/CY to 3/4#/CY with the majority above 2#/CY. D. Stratfull of California

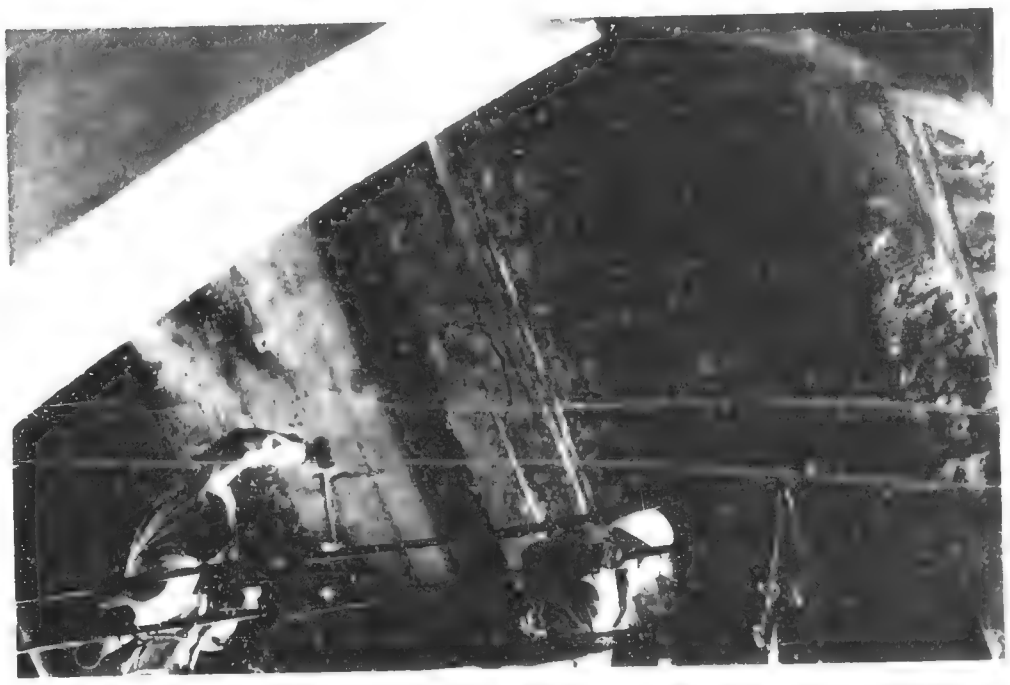


View showing steel corrosion lifting concrete on underside of unrepaired beam. Approx. surface loss of 5 mil. on the heavy bars were sacrificed due to corrosion. Expansion of corrosion is about seven times the original loss.



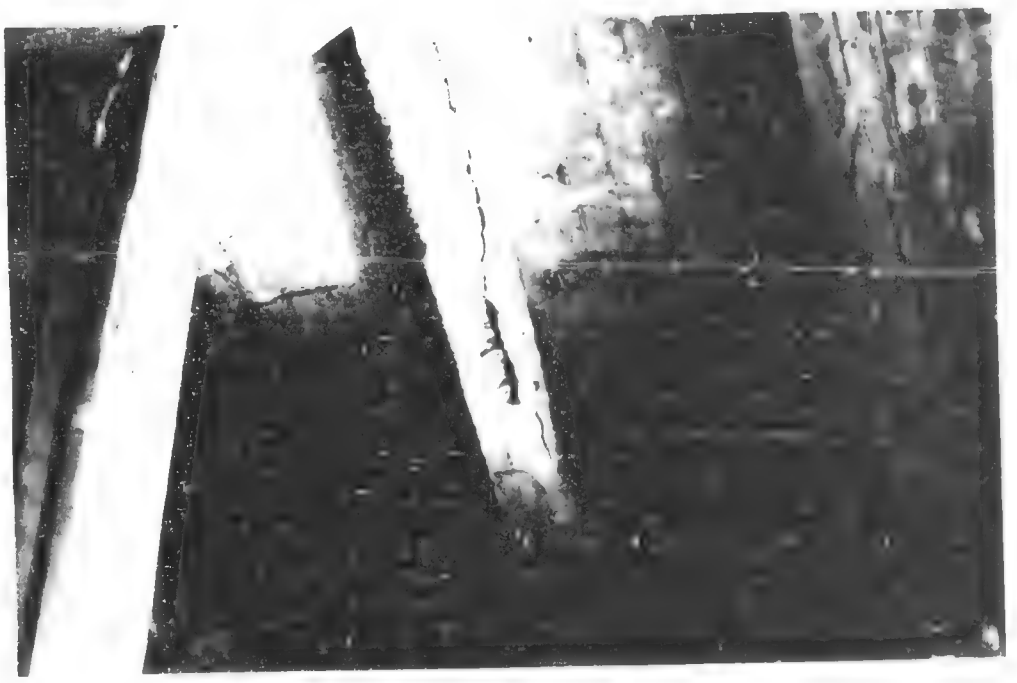
Extent of crack below major reinforcing steel in an exterior beam.

Section of inside edge of outside beam on east side close to the bent.



Maintenance crew tapping loose concrete with single jack. On the underside of the deck the salt content was 0-1 - 7.07#/CY; 1-2" - 3.88#/CY.

Section with deteriorating concrete removed.



Typical of beam and deck undersides.

Repaired section between two corbles. Note no cracking in 2-year old section.

GENERAL FILES

NOTED
H. S. COULTER

Gribble fells bridge

Animals' boring weakened pilings

By ED MOSEY
of The Oregonian staff

SALEM — The Isthmus Slough Bridge near Coos Bay recently collapsed under attack by the lowly gribble — a small sea animal with an irresistible urge to bore into wooden pilings.

And state highway engineers admit they are searching for defenses against the chemical and biological warfare waged on bridges by the coastal environment. They are inspecting the spans regularly, they stress, looking for signs of structural weakness.

"Most deterioration is visible," said John Wood, state bridge maintenance engineer. "This one sneaked up on us."

On March 31, two 25-foot sections of the 1,757-foot-long bridge connecting Coos Bay and the suburb of Eastside fell into the waters of Isthmus Slough. As many as 10,000 vehicles a day pass over the bridge, and fortunately, rush hour was over when the collapse occurred. No one was injured.

Highway engineers said the damage was the first on record attributable to a slow deterioration. Floods are the most common cause of bridge failures, they said.

Wood said the insidious aspect of the Isthmus Slough failure was that pilings, which were pounded into the slough bottom in 1931, appeared properly submerged in the mud, where they remain protected from sea life and rot.

But at some time, the mud washed away from the tops of the pilings, exposing them to the gribbles. The creatures, crustacea related to crabs and shrimps, bored into the pilings. A concrete footing resting on top of the pilings tipped and the trestle slid into the slough, Wood said.

Scott Coulter, state highway engineer, said other bridges on the coast are showing signs of another type of damage. For example, on the picturesque Yaquina Bay Bridge, reinforced concrete decking is slowly cracking. So far, the deterioration poses no danger to users of the span, he emphasized.

"We have a problem, but we don't know how to tackle it," he said. "We are trying to come up with a repair method that achieves lasting results rather than just patching the bridge."

Above the deck, where rain washes salt from the bridge, the cracking is not serious, Coulter explained. But beneath the deck, where moist air collects, salt penetrates the concrete and corrodes the steel within. As the steel expands with corrosion, the concrete cracks.

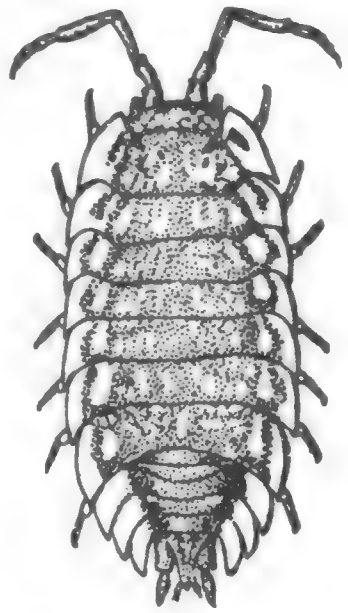
Wood said one possible solution is to remove the concrete and clean the steel. Another would be to replace the reinforced concrete deck with a steel grid deck. Whatever the solution, the refurbishing is going to be expensive, he said.

Coulter said the engineers are communicating with Florida's highway experts about the problem, which that state also is wrestling to solve. An exotic method under consideration is a process to extract salt from concrete, he said.

"Just as soon as we can establish a method for repairing the bridges, we will repair them," he added. "We can't close down the (Yaquina) bridge for two years while we rebuild it, even if we could afford to rebuild it."

Coulter said all 16 maintenance districts in the highway division are staffed by bridge crews. Bridge technicians make regular inspections to schedule repairs as they become necessary. The Isthmus Slough bridge was inspected twice a year, he said.

A bridge over the Alsea River at Waldport is scheduled for structural repair of its deck sometime late in the year, Coulter said.



GRIBBLE

3017 -

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 29, 1977

FILE:

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Yaquina Bay Bridge #1820

TO: R. L. Schroeder
Assistant State Highway Engineer

NOTED
E. S. HUNTE

Attached is a letter dated March 28, 1977, from John Wood advising of the condition of the Yaquina Bay Bridge deck.

I have discussed this matter with Bob Ellison and Len Wallace of the Bridge Section. Len Wallace advises that the H14 and H7 ratings are theoretical figures based upon a particular concrete strength. The concrete strength used was such that the design strength was controlled by the reinforcing steel.

Coring is being done at the present time and these cores will be tested to determine the actual strength of the concrete. When the actual concrete strength figures are used in the determination of the operating rating, it may well raise the rating to the minimum required to carry legal loads. This, however, would not eliminate the need for repair work on this bridge.

The estimate of replacing the present deck with either concrete or steel grid is in the area of $2,350,000. We should have the bridge core work done very shortly and the redesign calculations completed thereafter so we will know exactly where we stand.

DHM:ji
Attachment
cc: Walt Hart
John Sheldrake
Len Wallace
John Wood

RECEIVED
MAR 29 1977
Office of
Assistant State Highway Engineer

STATE OF OREGON

INTER[illegible]ICE MEMO

TO: D. H. Moehring
Maintenance Engineer

DATE: March 28, 1977

FROM: J. H. Wood
Bridge Maintenance Engineer

SUBJECT: Yaquina Bay Br. #1820
Hwy. 9, M.P. 141.68

Bridge Design has completed an analysis of the Yaquina Bay bridge deck and determined an operating rating of H14 or H7, depending on whether bending stress or bond stress is considered. A legal load is generally considered to be H20.

The National Bridge Inspection Standards states, "If it is determined under the rating procedures set forth in the AASHTO Manual for Maintenance Inspection of Bridges that the legal load exceeds the load permitted at the operating rating stress level, the bridge must be posted."

I have not yet received an update Bridge Inventory sheet from Region 2, but I understand it is forthcoming.

JHW:hc

March 28 '77
Discussed with Ellison by phone.
He says we do not have re decking on the
6 year program. He will double check & call back.
March 29 '77 8:40 AM. Lon Wallace called. He will get me
an estimate of cost to repair today.
$2,350,000 for deck replacement.

MAINTENANCE ENGINEER
RECEIVED
MAR 28 1977
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81-125-1307

9017

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 11, 1977

FROM: John H. Wood
Bridge Maintenance Engineer

SUBJECT: Yaquina Bay Bridge at Newport
Br. #1820, Hwy. 9, M.P. 141.68

TO: John W. Sheldrake
Region 2 Engineer

Please disregard my letter of January 6, 1977, regarding this structure.

My intent was to inform you that a "3" condition rating has been assigned to the deck of this structure.

Federal guidelines describe a "3" condition rating as "Inadequacy to tolerate present heavy loads, warrants closing bridge to trucks, needs major restoration.

NOTED
R. L. SCHROEDER

JHW:rb

cc: R. L. Schroeder
Ed Payton
Bill Bangert
Bill Isaac

RECEIVED
JAN 13 1977
Office of
Assistant State Highway Engineer

1979 Busway Rigid Frame(N. Ban- 9019
field Interch.)Sec. E. Ptld.
Freeway. (Gr.,pav. & struc.)

9019

files 4

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 373-7213 FILE: CON 5

TO: V. E. Skoog
Highway Accounting

DATE: February 22, 1982

FROM: J. L. Widmer
EEO, MBE & Labor Compliance Officer

SUBJECT: Busway Rigid Frame
(N. Banfield Intch.)
Contract No. 9019
Davis-Bacon Act Violations

Attached is a request from the U.S. Department of Labor, and an authorization from Roy E. Ladd, Inc., to transfer $3,5[illegible]4.92 in back wages to that agency.

Please make check payable to Wage and Hour, Department of Labor, 909 First Ave., Seattle, WA 98174.

JLW:mk

Attach.

cc: Roy E. Ladd, Inc./att.
Attn. Craig Wiseman
P. O. Box 756
Redding, CA 96099

H. S. Coulter
E. L. Hardt
Arvey Nelson
Bob Church
Jack Sollis/att.
Glenn Hossner/att.
Bob Gormsen/att.

NOTED [illegible]
2-26-82

Gormsen noted

RECEIVED
FEB 23 19[illegible]
HIGHWAY ACCOUNTING

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue Room A111 3032
Seattle, Washington 98174

Reply to the Attention of:

February 18, 1982

RECEIVED
FEB 22 1982
CONSTRUCTION BRANCH

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CP

Mr. C.T. Keasey
Assistant State Highway Engineer
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Keasey:

Re: Roy E. Ladd, Inc. - Prime Contractor
Redding, California
Alert Construction Company, Inc. - Subcontractor
a/k/a All States Construction
Tacoma, Washington
Contract No: 9019
Federal Aid Project No: I-205-7-(71)312

This letter is for the purpose of reporting that the investigative field work regarding the Fair Labor Standards Act, Davis-Bacon Related Acts, and Contract Work Hours and Safety Standards Act labor practices of Alert Construction Company, Inc., with respect to performance on the subject contract has been completed.

Our investigation disclosed that the subcontractor failed to pay prevailing wage rates and or fringe benefits as required under the DBRA which resulted in a back wage liability of $3,565.04 due 9 employees. Further the company failed to pay overtime for work on the contract in excess of 8 hours per day or 40 hours per week which resulted in back wages totaling $29.88 due 6 employees. Inasmuch as none of the CWHSSA back wages due individual employees totaled $10 or more, there were no liquidated damage computations.

It has recently come to our attention that the prime contractor signed an authorization for your agency to transfer $3,594.92 to Wage and Hour, on July 23, 1981, for the purpose of paying back wages to the affected employees. Unfortunately, this authorization was misplaced, hence the delay in reporting this to your agency. Enclosed is a copy of the authorization along with a February 12, 1982 report from the contractor which further verifies that the subject authorization was signed.

We request that you send a check payable to "Wage and Hour, Department of Labor" to the above address and reference the prime contractor and contract number on the check or by attachment. If you are holding additional monies because of our previous withholding request, this letter constitutes a release of said funds.

If you have any questions please contact Mr. Ed Woodruff at (206) 442-1914.

Sincerely,

Eugene T. Kordzo for

W.J. Olson
Assistant Regional Administrator

Roy E. Ladd, Inc

GENERAL CONTRACTOR

916-241-6102 P. O. Box 756 Redding, Calif. 96001

TO US Dept. of Labor | AT Seattle WA.

SUBJECT Alert Construction Att: Mr. Richard C Backer | DATE 2-12-82

Gentlemen,

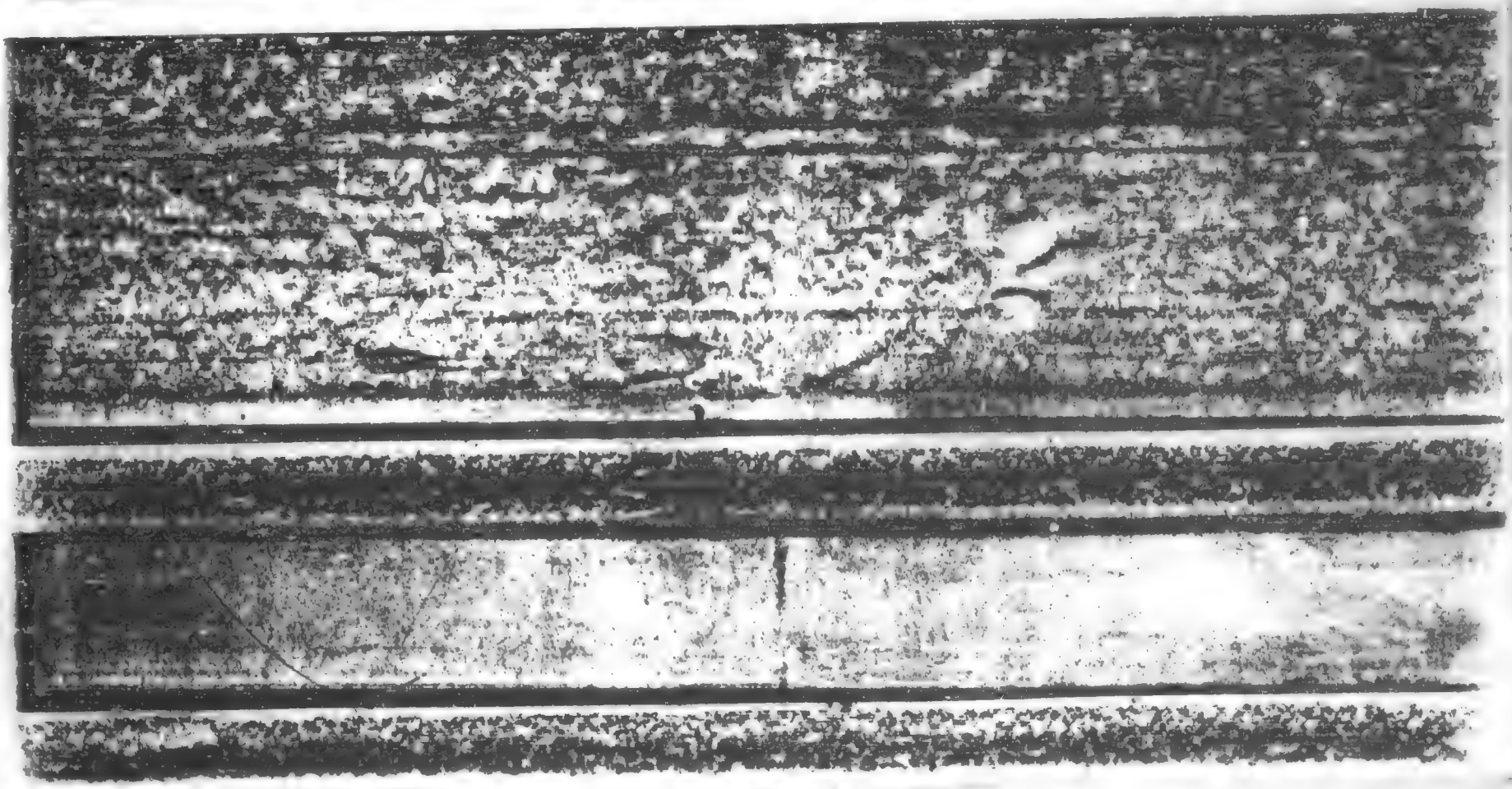
Please note that on 7-23-81 Mr. Ladd Signed your authorization for transfer of funds regarding Alert Construction (see Copy). We do not wish to have you make an additional transfer of funds!

PLEASE REPLY TO → SIGNED

DATE | SIGNED

Rediform ●
4W469

SEND PARTS 1 AND 3 INTACT ·
PART 3 WILL BE RETURNED WITH REPLY



AUTHORIZATION FOR TRANSFER OF FUNDS

This is my request that the Roy E. Ladd, Inc. allow the Oregon State Dept. of Trans. to transfer to the Wage and Hour Division, U. S. Dept. of Labor, the sum of $3594.92 of the funds due me on contract number 9019, awarded 9-27-79. The amount so transferred is to be disbursed to 9 employee(s) as back wages found due them under the Davis Bacon and Related Acts and/or under the Contract Work Hours and Safety Standards Act.

ROY E. LADD, INC.

Signed: _____, President

_____

_____

Dated: 7-23-81

2/22/82

9019

L.

D C

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue Room 4111 3032
Seattle, Washington 98174

Reply to the Attention of:

September 15, 1981

Mr. C. T. Keasey
Asst. State Highway Engineer
State Transportation Building
Salem, Oregon 97310

ASHE CAE FOR QCR SCS EEO — RECEIVED SEP 17 1981 CONSTRUCTION BRANCH — OM EA LE TC FE CP

Attention, Mr. John Widmer

Dear Mr. Keasey:

Re: Alert Construction Company, Inc. - Subcontractor
Tacoma, WA
Roy E. Ladd, Inc. - Prime Contractor
Contract No. 9019
Federal Aid Project No. I-205-7(71)312

Can you run into B.L. 1

This is in response to your request for a written report on the status of our Davis-Bacon and Related Acts and Contract Work Hours and Safety Standards Act investigation of the above subcontractor with respect to your agency's construction contract.

Our Area Office reports that the investigation is nearing completion. As previously reported a total of $3,594.92 was determined owing as the result of DBRA and CWHSSA violations by subject subcontractor. Since these back wages have not been paid to date, we request that you continue to withhold this amount.

Your agency will be notified when our investigation is completed.

If you have additional questions, please contact me or Ed Woodruff at the above address or call (206) 442-1914.

Thank you for your continuing cooperation.

Sincerely,

W.A. Olson
Assistant Regional Administrator

BOB GORMSEN

already on Construction

9014

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-7-81

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4-7-81	T. P. Lowe, Area Engineer	I-205-7(71)312

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-24-80	12-4-80	96 %	100

APPROVED EXTENSIONS	LOCATION
--	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BUSWAY RIGID FRAME (N. BANFIELD INTERCHANGE)
EAST PORTLAND FREEWAY
Structure

The project provided for a 376 foot rigid frame structure and two access roads.

RECEIVED
STATE HWY ENGR
APR 13 '81
REFER TO
FOR
Init. | Invest. | R/D | D/R | Sign | Act. | File

cy to: 4-13-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9019

L.

December 17, 1980

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9019

Gentlemen:

On December 5, 1980, we wrote to you concerning release of final payment on Contract No. 9019 for the Freeway Rigid Pavem (North Banfield Interchange) Sectionon the East Portland Freeway in Multnomah County.

Final payment on this contract is $1,327.13 and the total contract amount is $841,214.53 including $34,699.10 for work performed under force account. Our Accounting Section advises that $5,304.92 has been withheld at the request of the U. S. Department of Labor. We are attaching a copy of their letter dated November 24, 1980, for your information.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dmc
Enclosure

cc: Ray H. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc: Jack Sollis
C. T. Kaasey
Warren Richards
John Widmer
Ed Hardt

Draft of letter ordered by Sollis (FW)

9019

December 12, 1980

Industrial Indemnity Company
421 S.W. Sixth Avenue
Portland, OR 97204

CCM 3
#9019

Attention: Danielle Pedersen
Surety Assistant

Gentlemen:

This is in response to your letter of December 9 concerning Contract No. 9919 awarded to Ray E. Ladd.

Your letter states that you are not the surety for this contract. Attached is a copy of the Performance Bond which is a part of the contract that lists you as surety.

Sincerely,

Robert W. Sorensen
COMMISSION SERVICES

jwp
Attachments

Bond No. 4S 806-0991

Premium: $4867.00

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we Roy E. Ladd, Inc., a California corporation, duly authorized to do business in the state of Oregon, by and through its corporate officials doing business at Redding (P. O. Box 756), California 96001
as principal, and

INDUSTRIAL INDEMNITY COMPANY

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of Eight Hundred Three Thousand Eight Hundred Seventy-Three Dollars

($803,873.00)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 7th day of September, 1979

Roy E. Ladd, Inc.

Principal

State of California } ss.

County of San Francisco

On Sept. 7, 1979, before me, the undersigned, a Notary Public of said county and state, personally appeared

W. F. Ames, Jr.,

known to me to be the Attorney-in-Fact of

Industrial Indemnity Company,

the Corporation that executed the within instrument, and known to me to be the person who executed the said instrument on behalf of the Corporation therein named, and acknowledged to me that such Corporation executed the same.

OFFICIAL SEAL
OLGA C. DURAN
NOTARY PUBLIC-CALIFORNIA
City and County of SAN FRANCISCO
My Commission Expires July 2, 1982

NOTARY PUBLIC

FOR THE SURETY COMPANY:
INSURANCE DIVISION - DEPT. OF COMMERCE

BY

By
Attorney in Fact
W. F. AMES, JR.

By
Agent

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 7th day of September, 1979

Roy E. Ladd, Inc.
Principal

By ..... President

By ..... Sec.

.....
Principal

By .....

By .....

INDUSTRIAL INDEMNITY COMPANY
Surety

By .....
Attorney in Fact
W. F. AMES, JR.

By .....
Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE

BY .....

#7219

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 907/	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

9019

I-205

DES 16-1 39

ROAD DESIGN SECTION

Arvey Nelson
Resident Engineer
Jerry Miller
Jerry Miller
Designer

December 2, 1980

Busway Rigid Frame (N. Banfield
Interchange) Section
E. Portland Freeway
Multnomah County

This is to acknowledge your "as-constructed" narrative report for the project.

It appears we should have called for a thicker rock base for the county parking yard; perhaps 8 inches to 12 inches would have been better. Perhaps we didn't know that heavy loaded equipment would use this yard when we called for only 4 inches of base. Perhaps in the future we need to coordinate closer with the county to understand their needs.

It appears that the paving for the parking yard should have been added to Extra Work Order No. 1 (or a new EWO made) and not added to Item 9. This would have shown a more accurate picture of project costs.

JH:ja

cc Ed Hardt

? 1 Vanbergen
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlin

RECEIVED
DEC 02 1980
ROAD DESIGN SECTION

Do Not File
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REFERRED TO
Board Staff
Cole
Erikson
Hagen Dorn
Return Discuss Do File Copy Do
BY FINAL DESIGN ENGINEER

U.S. Department of Labor

Employment Standards Administration
909 First Avenue M/S 411
Seattle, Washington 98174
206/442-1914
Reply to the Attention of:

November 24, 1980

Kedsey Jackmond Hopkins Williams Johnsen Glenn — RECEIVED — Richards Berg Inlow Widmer Gebauer Church
NOV 28 1980
CONSTRUCTION BRANCH

Mr. C. T. Keasey
Asst. State Highway Engineer
State Transportation Building
Salem, OR 97310

Attn: John Widmer

Dear Mr. Keasey:

Re: Alert Construction Company, Inc. - subcontractor
Tacoma, WA
Roy E. Ladd, Inc. - prime contractor
Contract No. 9019
Federal Aid Project No. I-205-7(71)312

This will confirm Mr. Widmer's conversation on November 14, 1980, with Ed Woodruff of my office regarding our letter of November 12 on the subject company.

Our agency is investigating Alert Construction Company, Inc., formerly known as All-State Construction Company. Our investigation disclosed that both firms had the same officers/owners and are in fact the same company.

We have determined substantial violations of the Davis-Bacon Act and Contract Work Hours and Safety Standards Act. This is a request that you withhold $3,594.92 in funds accrued on the contract for the purpose of protecting back wages owing employees. Please send written confirmation of withholding within 10 days from receipt of this letter.

If you have any questions, please contact me or Ed Woodruff at the above address.

Thank you for your cooperation.

Sincerely,

W. J. Olson, Jr.
Assistant Regional Administrator
for Wage and Hour Division

1019

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Busway Rigid Frame (N. Banfield Interchange)		WEEK ENDING: October 11, 1980
		SECTION PREFIX: 626-1049
HIGHWAY: E. Portland Frwy., I-205		COUNTY: Multnomah
NAME OF JOB: Busway Rigid Frame (N. Banfield Int.)	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Roy E. Ladd, Inc.	CONTRACT NUMBER: 9019	FEDERAL AID PROJECT NUMBER: I-205-7(71)312
DATE OF CONTRACT: August 30, 1979	DATE WORK STARTED: September 7, 1979	ESTIMATED COMPLETION DATE: July 24, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 330	CALENDAR DAYS USED: 316
	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 96%
PROJECT AUTHORIZATION: $936,571.36	ENGINEERING AUTHORIZATION: $74,265.57	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $862,305.79	ENGINEERING COST TO DATE: $65,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $846,753.88	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED: July 24, 1980
ESTIMATED PERCENT OVERRUN UNDERRUN: 2 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.18			0.18
MILES PARTIALLY COMPLETED	0.28	0.18			0.18
MILES COMPLETED	0.28	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,614 CY	1,420 CY			500 Tons
TOTAL QUANTITIES CORRECTED TO DATE	15,395 CY	1,787 Tons			1,230 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,395 CY	1,787 Tons			1,230 Tons
AVERAGE DAILY QUANTITIES	616 CY	325 Tons			308 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK: None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13514 I							
PERCENT	100%							

Calendar / Working DAYS

October 1980		WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Fair	0		Project completed July 24, 1980.
MONDAY	6	Fair	0		
TUESDAY	7	Fair	0		
WEDNESDAY	8	P. Cloudy	0		
THURSDAY	9	Fair	0		
FRIDAY	10	P. Cloudy	0		
SATURDAY	11	P. Cloudy	0		

RECEIVED
OCT 14 1980
CONSTRUCTION BRANCH

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inlees, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
10-5-80 SUNDAY	Roy E. Ladd, Inc. has completed all work required on this job.
6 MONDAY	No work this week.
7 TUESDAY	
8 WEDNESDAY	
9 THURSDAY	
10 FRIDAY	
10-11-80 SATURDAY	

REMARKS

STATUS: Roy E.Ladd, Inc. has completed all field work required. State personnel completed and submitted Semi-Final Estimate data to Region office on Friday of this week.

ANTICIPATED: Unless directed otherwise, this will be the last weekly report submitted for this project.

SIGNED Elde R Nelson LOCATION 9250 N.E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9019

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 1

[illegible] PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

July 31, 1980

In Reply Refer to
File No.:

NOTED
H. S. COULTER

Mr. Mark Gerber, Superintendent
Roy E. Ladd, Inc.
P. O. Box 06218
Portland, OR 97206

Re: Busway Rigid Frame
Contract No. 9019

Dear Sir:

I appreciate very much your letter of July 29, 1980 in which you highly commend Arvey Nelson and his crew for their work on this project. I've long held the opinion that our Resident Engineers and Inspectors are two of the hardest working, dedicated and loyal people in the Highway Division. It is, however, very seldom that anyone takes the time to write a letter to express their feelings, their thanks, or their gratitude for a job well done. Thanks again for your letter and I'll see that some of our administrative people in Salem get a copy of it.

Sincerely,

Marion Craft
Region Construction Engineer

Marion Craft

MC/cp
bc Arvey Nelson w/attachment
Scott Coulter "
C. T. Keasey "
Carl Hobson "
Via "

RECEIVED
STATE HWY ENG
AUG 1 '80
REFER TO
FOR
Info | Insps | R/D | D/R | Sign | Act | File

Roy E. Ladd, Inc.

GENERAL CONTRACTOR 916—241-6102 P. O. Box 756 Redding, Calif. ~~96001~~ 96099
P. O. Box 06218
Portland, Oregon 97206

OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 30 1980 RSC
SO REGION 1 RBI
TO

July 29, 1980

Oregon State Highway Division
9002 S. E. McLoughlin
Milwaukie, Oregon 97222

Attn: Mr. Marion Craft
Region Construction Engineer

Subj: Busway Rigid Frame (N. Banfield Interchange)
Contract #9019

Dear Mr. Craft:

With the completion of the subject project, I am writing this letter to express my admiration and appreciation for Mr. Arvey Nelson and his fine crew.

From start to finish, Arvey, Al Stormo, Don Bartell, Erle Calhoun and especially chief inspector Terry Mowry, displayed professionalism and cooperation which resulted in a relatively trouble-free project for the contractor and the best possible job for the State.

In closing, I have enjoyed working with Arvey's crew on this project and look forward to working with it on another. This group is truly an asset to your organization.

Very truly yours,

ROY E. LADD, INC.

Mark Gerber

Mark Gerber
Superintendent

I-205
39

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon, 97220

October 28, 1980

FILE: CON 5
9019

FROM: Arvey D. Nelson
Resident Engineer

TO: Dwayne Christensen
Final Design Engineer

SUBJECT: Removal of Buildings
Busway Rigid Frame (N. Banfield Interchange) Section
E. Portland Frwy., I-205
Cont. 9019, Prefix 626-1049

Enclosed is a copy of an aerial photograph showing buildings in the area of the recently completed Busway Rigid Frame project.

The "L" shaped building at Sta. 266+50 on the relocated N. E. Hancock St. was shown on the plans to be removed under the Removal of Structures and Costructions item under this contract and it was so removed.

Additionally, the white house left of Hancock 266+60± and the metal sided shet left of Hancock Sta. 269+25± were also removed by the contractor during attempts to locate a source for additional embankment materials.

Please note this for future project plans.

ADN:ELC:erc

Encl.

REFERRED TO
Stoudenmeyer
Baird
Cole
Mann
Eriksen
Watson
Hager
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Leu
Discuss
Do File Copy
Due
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FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
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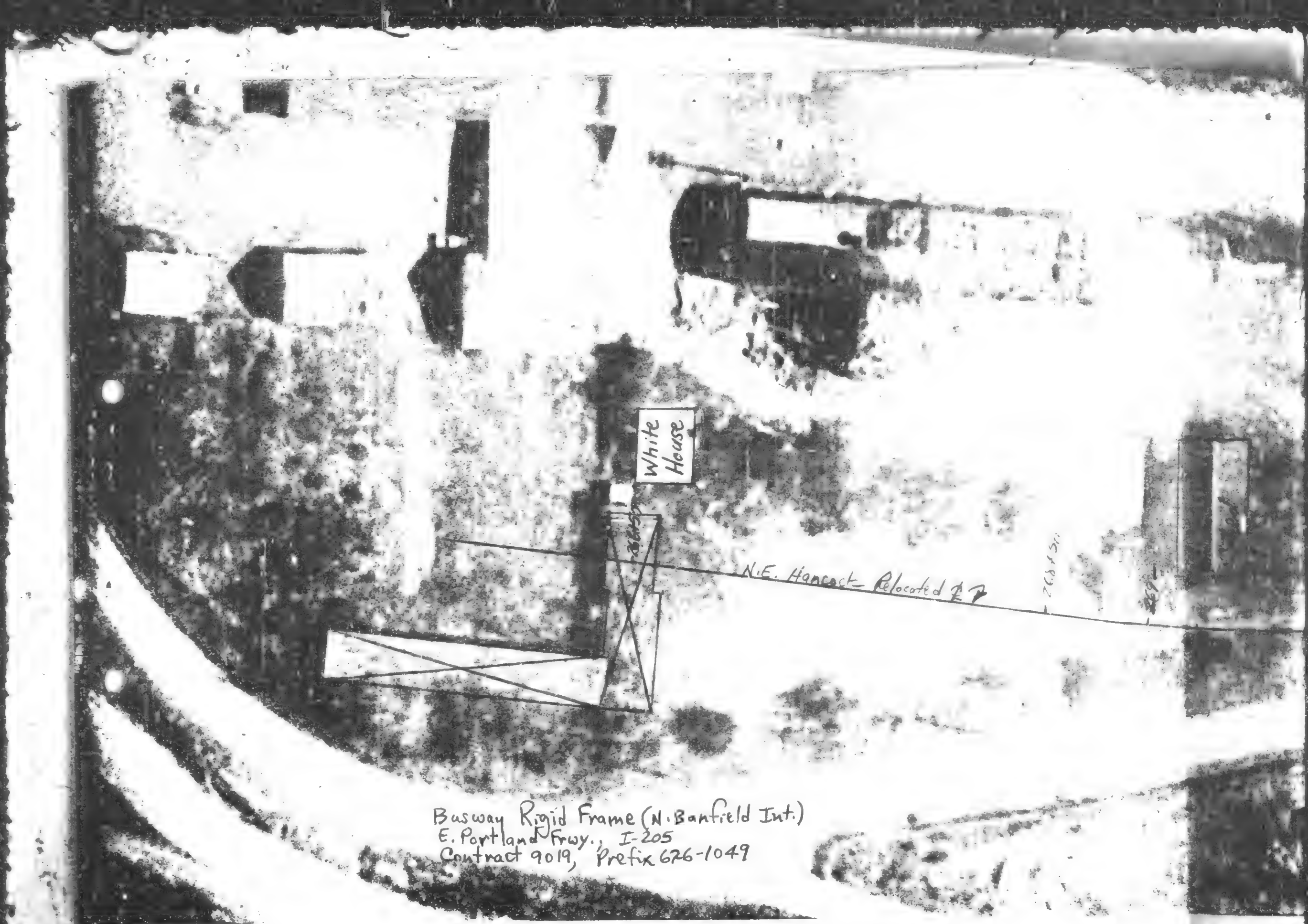
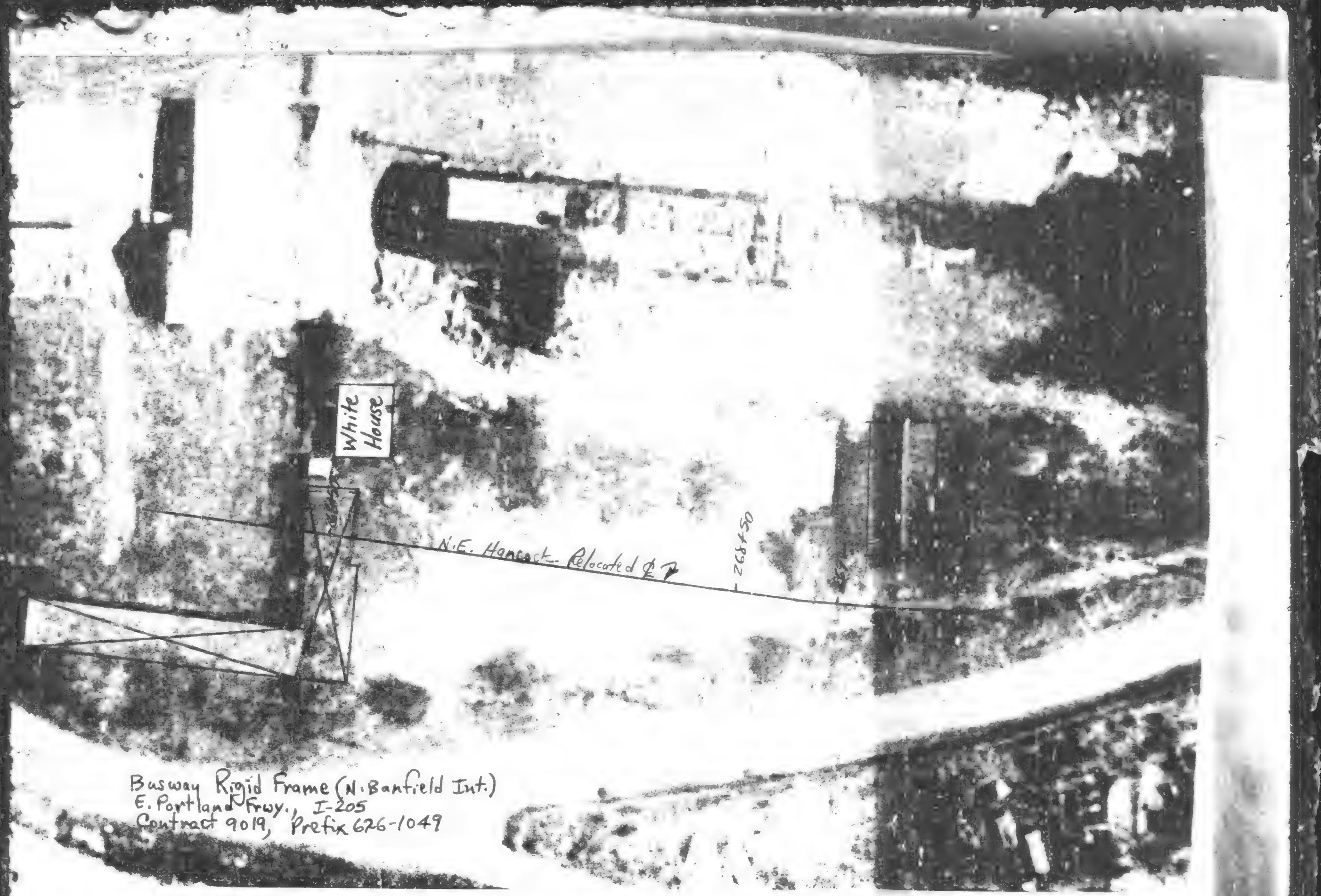
RECEIVED
OCT 30 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action



Busway Rigid Frame (N. Banfield Int.)
E. Portland Fwy., I-205
Contract 9019, Prefix 626-1049



Busway Rigid Frame (N. Banfield Int.)
E. Portland Frwy., I-205
Contract 9019, Prefix 626-1049

9019.

State

OMB No. 04-R208

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-17	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 7-4-79	State Oregon County Multnomah Project No. I-205-7(71)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, 1.0 mi N. of US 30

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 919,846.00	$ 848,005.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

for Assistant State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 9-4-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, August 31, 1979

Federal Aid Project
No. I-205-7 (71) 312

Busway Rigid Frame (N. Banfield Intchge.) Section
East Portland Freeway in Multomah County

Project Agreement Estimate

Type Code X223
Structure, Bridge, No.13514I (Sta. 262+59 to Sta. 266+35)

Moblilzation	All	Required		$ 35,000.00
Temporary Protection and Direction of Traffic	All	Required		8,000.00
Temporary Signs	110	Sq.Ft.	15.00	1,650.00
Flagman	200	Hr.	20.00	4,000.00
Removal of Structures and Obstructions	All	All	Required	11,750.00
Embankment Foundation Excavation	2364	Cu.Yd.	2.00	4,728.00
Embankment in Place	17,250	Cu.Yd.	2.50	43,125.00
Aggregate Base	1,420	Cu.Yd.	15.00	21,300.00
Class "B" Asphalt Concrete	500	Ton	30.00	15,000.00
8-inch Culvert Pipe	90	Lin.Ft.	20.00	1,800.00
8-inch Drain Pipe	750	Lin.Ft.	5.00	3,750.00
Fiber Filter	750	Sq.Yd.	3.00	2,250.00
Gravel in Drains	105	Cu.Yd.	20.00	2,100.00
Structure Excavation	815	Cu.Yd.	10.00	8,150.00
Special Wall Backfill	3887	Cu.Yd	10.00	38,870.00
Structural Concrete, Class 3300	2960	Cu.Yd.	140.00	414,400.00
Reinforcement	432,000	Lb.	0.35	151,200.00
Waterproofing	3,475	Sq.Yd.	8.00	27,800.00
1 1/2-inch Electrical Conduit	750	Lin.Ft.	12.00	9,000.00
				$803,873.00

Anticipated Items

Temporary Erosion Control	All	Required	$ 5,000.00
Roadside Seeding and Mulching	All	Required	500.00
On the Job Trainees	All	Required	800.00
			$ 6,300.00

Subtotal	$810,173.00
Engineering	$109,373.00
Total	$919,546.00

Oregon State Highway Division
Salem, Oregon, August 31, 1979

Federal Aid Project
No. I-205-7 (71) 312

Length of project- - - - - -0.0 mile

Retain in Program (Not included in amounts below)
Construct & Fence Parking Area — All Required — $15,000.00

Federal Funds (92.22%)	$848,005.00
State Funds - - - - -	71,541.00
Total	$919,546.00

Group 1 - 100%
Prefix - 626-1909
Prefix - 626-1049
Contract No. 9019

1019

1

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

F I L E

August 21, 1979

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 23, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 23 on the following projects:

1. Portland-Idaho State Line
   Columbia River and Old Oregon Trail Highways
   Ten Counties
   Signing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. The Dalles-California Hwy. @ Lower Bridge Road
   The Dalles-California Highway
   Deschutes
   Grading and paving. Left-turn lane. Four-foot shoulders provided for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Yaquina Bay Bridge (Newport)
   Oregon Coast Highway
   Lincoln County
   Structure restoration

   Same as No. 1.

4. Port of Entry (Farewell Bend)
   Old Oregon Trail Highway
   Malheur County
   Miscellaneous Highway Appurtenances

   Same as No. 1.

5. Busway Rigid Frame (N. Banfield Interchange)
East Portland Freeway
Multnomah County
Grading, paving and structure.

Same as No. 2.

A parallel bicycle facility will be constructed under later contract.

6. Devine Summit-Burns Junction and Burns-Burns Junction
John Day-Burns and Central Oregon Highways
Harney County
Overlay
Three-and-four-foot shoulders provided.

Same as No. 2.

7. Dexter Lake South Bridge and Willamette Hwy. at Jasper/Lowell Rd.
Willamette Highway, Lane County
Grading, paving and structures.
Four-foot shoulders provided.

Same as No. 2.

8. Twin Meadows Road-Santiam Junction
North Santiam Highway, Linn County
Paving.
Four-foot shoulders provided.

Same as No. 2.

9. Ash Creek Bridge
Clow Corner Road, Polk County
Structure.
Eight-foot shoulders on structure. Grading and paving for approaches provides 0-8-foot shoulders.

Same as No. 2.

10. Umatilla Bridge (Pendleton)
Main Street, Umatilla County
Structure.
Seven-foot sidewalks/curb cuts right and left on structure and Main St.
Four-foot sidewalk right on Bailey Street.

Same as No. 2

11. N. Main Avenue-Bull Run Road
S.E. Burnside, Multnomah County
Grading and paving.
Six-foot sidewalk or eight-foot shoulders provided.

Same as No. 2.

12. Allen Blvd. Interchange
Beaverton-Tigard Highway, Washington County
Grading, paving and structure
Five-foot to eight-foot sidewalk/bikeway provided.

RS:ge

cc: F. B. Klabce
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell.

9019

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(71)312

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM NO.:

ITEM NO.: 80412

PROGRAM STAGE (Check):

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-1-79	Interstate 205	Primary 64

GENERAL LOCATION:
Busway Rigid Frame (N. Banfield Interchange)

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify)

Temporary Erosion Cont.	$5,000
Roadside Seeding & Mulching	500
On the Job Trainees	800

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

After concurrence in award, you are autyorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 30, 1979, request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,260,160 - Federal Funds $1,162,115.

A signed copy of the Revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-79	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-016

9019

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

7-13-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(71)312

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80412

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16'79
REFER TO
FOR
Info | Insp | R/W | D/R | E&D | A-E | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Interstate 205	Primary 64

GENERAL LOCATION:

Busway Rigid Frame (N. Banfield Interchange)

GENERAL DESCRIPTION OF WORK:

Grade, Drain and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) See below

REMARKS

As requested in Mr. Swan's letter of 7-6-79 you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,293,000 Federal Funds $1,192,400.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1019

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT PS&E Data Submission
Item No. 80412
Project No. I-205-7(71)312
Busway Rigid Frame (N. Banfield Int.)
Multnomah County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$1,192,400
State Funds	100,600
Total Cost	$1,293,000

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9019

I-205
38

ROAD DESIGN SECTION 378-6558

June 6, 1979

Ed Hardt
Region 1 Engineer

A. D. Olson
Preliminary Design Engineer

Drainage Problem
Rocky Butte County Shops
~~East Portland Fwy. (I-205)~~
Multnomah County

Attached is a letter from Tor Lyshaug, Multnomah County, calling our attention to a potential drainage problem at the jail and county shops. Also attached is an old plan of the area showing an existing 12" storm sewer which appears to drain north through the jail area and south through the county shops. Whether this is functioning at present is not known, but should be readily determined on the ground.

Since Tor indicates a couple of practical options it might be appropriate to discuss this with him before spending any appreciable time on investigating the problem.

ADO:cj
Attachments

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hagar, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Lawrence, Anderson, Christensen, Olson, Sullivan, Tarpin, Trout, Weberg

RECEIVED
JUN 07 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

MULTNOMAH COUNTY OREGON

DIVISION OF OPERATIONS AND MAINTENANCE
9659 N.E. HANCOCK DRIVE
PORTLAND, OREGON 97220
(503) 253-7595

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
Earl Blumenauer
DENNIS BUCHANAN
Gladys McCoy

May 29, 1979

Mr. J. E. Chidsey, Project Manager
Rocky Butte Relocation
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 0 1 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

Re: Preliminary Plans
Busway Rigid Frame (N. Banfield Interchange) Section
Rocky Butte Relocation
I-205-7(8)311
Your: R/W File: 46993A

Dear Jim:

We have received your letter of May 22, 1979 with the preliminary plan for the Busway Rigid Frame Section on the N. Banfield Interchange.

Your proposed county parking and storage area, as indicated on the drawing, appears to be adequate.

There is one thing, however, that I am continually concerned about and that is the drainage situation as it is affected by the construction that is going on all around us. Presently the drainage field north of us is being filled in and for all practical purpose, with the coming of Fall, we will find ourselves in the bottom of a bowl with very reduced capacity for getting rid of the surface runoff that will naturally flow into this area. I would urge that provisions for drainage would be included in this Rigid Frame contract and that this is provided for prior to the start of the rainy season next Fall.

We will be glad to discuss this matter with you, and I believe there are a couple of practical options available for a relatively nominal cost.

Very truly yours,

Tor Lyshaug

Tor Lyshaug
Director

TL:syr

xc: G.L. Green
J.H. Versteeg
Adrian Olsen
J.B. Boyd

RECEIVED
Rocky Butte Relocation
MAY 31 1979
___ PM ___ APM
File

AN EQUAL OPPORTUNITY EMPLOYER

9019

1.205

Salem, Oregon
May 17, 1979

A. D. Olson
Preliminary Design Engineer

E. L. Hardt
Region I Engineer

County Parking and Storage Area
Bus Rigid Frame Contract
East Portland Freeway
Multnomah County

In order to build the busway rigid frame it will be necessary to eliminate much of the parking and storage area used by the Public Works people just north of Rocky Butte Jail. Jim Chidsey has discussed this with the County and they have indicated that temporary parking and storage yard facilities across Hancock from the entryway to the Rocky Butte shop complex would be acceptable as a substitute.

Enclosed is a sketch of the area previously considered---when we were investigating moving the jail exercise yard. This is laid out to miss the future toe of slope. The area was cross-sectioned in February 1978 and these are the corrected contours of that time.

It may be that something of about this same area could be provided in a different configuration, extending northerly to incorporate what appears to be existing parking. Jim suggests contacting Burt Nelson of the County to explore this further.

The lot should not be extended southerly of Station 285 since this area will be used for stockpiling material from south of the Banfield.

Please have someone develop this so that it can be included in the contract---either as bid items or extra work. Please call me or Jim Chidsey if you have questions.

ADO:ab
cc: Jim Chidsey
Ken Limbocker

REFERRED TO
Beard, Stoudenmayer, Cole, Sample, Eriksen, Watson, Heger, Dorn, Lau
Return, Discuss, Do, File Copy, Due
FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, Wakerlig

RECEIVED
MAY 13 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

MULTNOMAH COUNTY OREGON

DIVISION OF OPERATIONS AND MAINTENANCE
9659 N.E. HANCOCK DRIVE
PORTLAND, OREGON 97220
(503) 253-7595

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

May 3, 1979

Mr. J. E. Chidsey, Project Manager
Rocky Butte Relocation
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, Oregon 97310

Re: Your--Busway Rigid Frame
Rocky Butte Relocation
I-205-7(8)311
R/W File 46993A

Dear Mr. Chidsey:

Since the Department of Transportation is planning to build us temporary parking and storage yard facilities in the proximity of the entryway to the Rocky Butte shop complex, we see no problem of issuing an entry permit to the portion of the Rocky Butte properties as you have indicated on the exhibits that you enclosed in your letter of April 13, 1979.

Upon submittal of a formal request to our Permit Department with the necessary documents, the permit can be issued.

Very truly yours,

Rena Cusma
Director

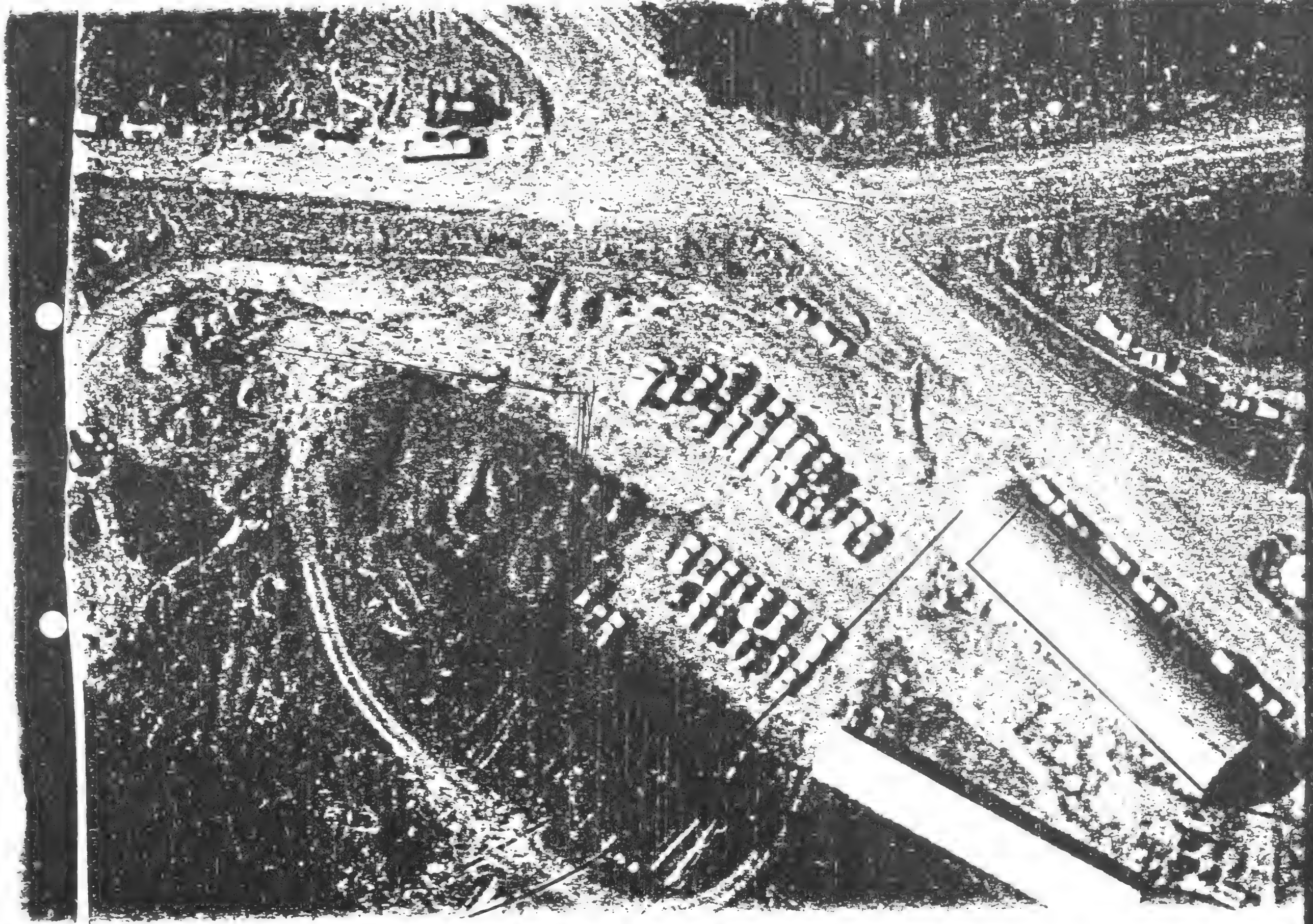
RC/TL:syr
XC: J.B. Boyd
J.H. Versteeg
R.N. Bothman
Adrian Olson

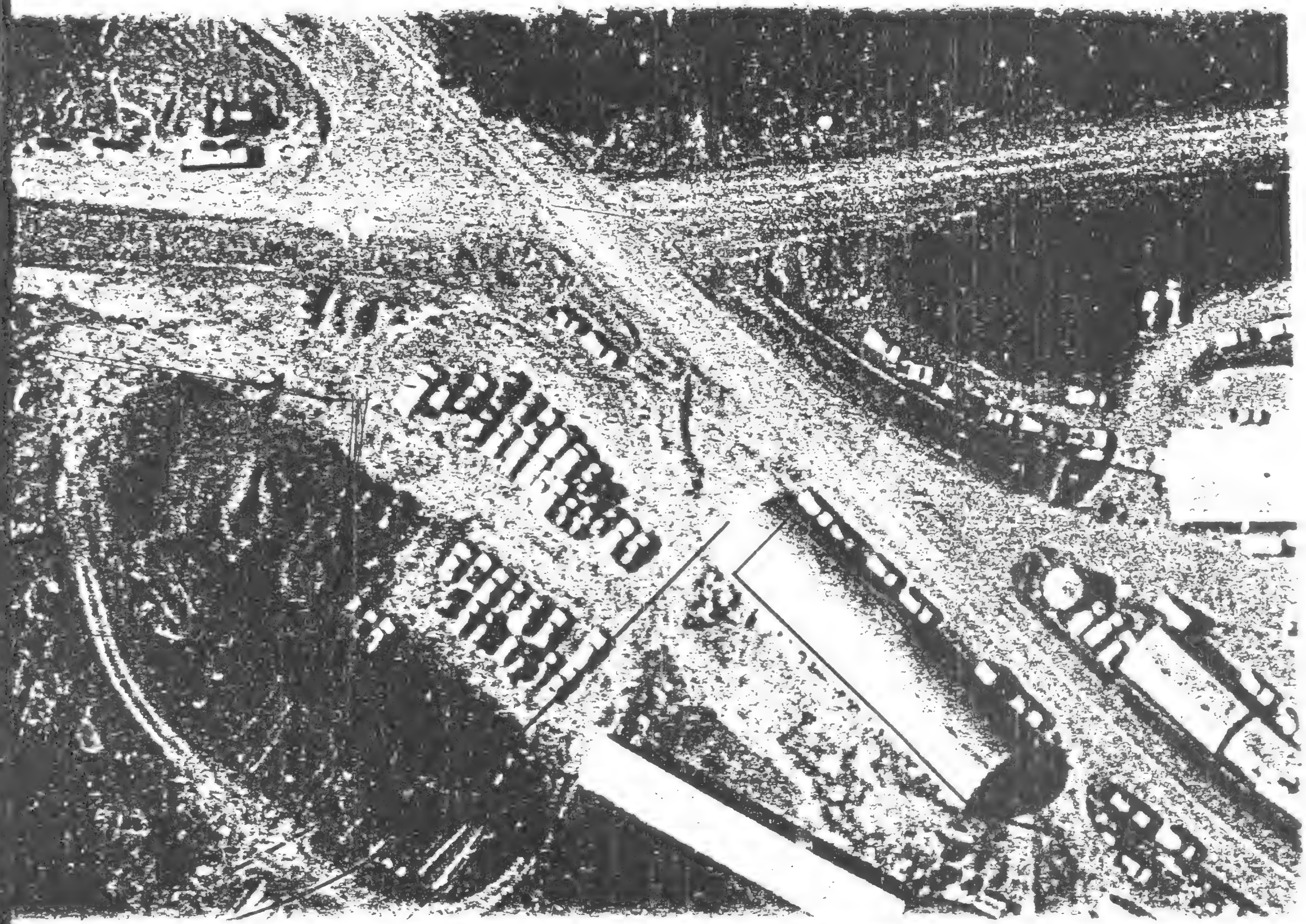
Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 14 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

RECEIVED
Rocky Butte Relocation
MAY 14 1979
PM APM
File


BUTTED
BRIDGE


Red Cross
Air

"BUS" 279+97.60 P.I.

Proposed parking & storage area

150

Toe of future fill

X 149.0

X 149

280

N E H A N

380

S 14°30'00"

Proposed Parking & storage area

Toe of future fill

180

170

170

160

160

150

150

149

149.0

145.0

38.0

S 14°30'00"

9019

I-205

Salem, Oregon
April 12, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

James Chidsey
Railroad & Utilities Supervisor

Busway Rigid Frame Jail Sec.
N. Banfield Interchange
~~E. Portland Freeway~~
Multnomah County

The Busway Rigid Frame Jail Section is scheduled to be contracted August 23, 1979.

Construction of the rigid frame will encroach on the county maintenance yard and cut off their easterly road approach. The proposed construction will also cut off Hancock Drive.

We have proposed a realignment of Hancock Drive and a new easterly road approach to the maintenance yard.

It is required that we obtain a permit of entry from the county to encroach into this area.

Attached are three prints of the map and three prints of profiles and typical sections of our proposal.

LKW:mr
cc: L. K. Watson

9019

1-205-39

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1 119179
Harold L Rost

2-22-79 Bid Letting _____ All Clear Deadline

SECTION N. Banfield Int.
Highway E. Portland Freeway
County Multnomah Region M
Type of Work "SE" & "WS" Rigid Sm. Funds FAI Comb
State __ Consultant __ Plans Avail. __ Yes __ No

Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
	X	X	X	X	Noise Mitigation in Spec's.
X					
X					
X					

DOCUMENTS:

EIS
Negative Declaration
Project Assessment
Write-off Letter

PERMITS:

Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					

CULTURAL:

Cultural Survey		X		X	
Cultural Salvage	X				

NOISE:

Noise Study		X		X	

1979 Devine-Summit-Burns Jct. & 9020
Burns-Burns Jct., John Day Burns &
Central Ore. Hwy. (Grade & pave)

9020

D C File L

3 - 12 - 81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9020

March 12, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1326 - 4th Avenue
Seattle, Wa. 98154

OCR 3
#9020

Gentlemen:

On March 3, 1981, we wrote to you concerning release of final payment on Contract No. 9020 awarded to Kobler Brothers, Inc. for grading and paving the Dayton Summit-Burns Jct. and Burns-Burns Jct. Sections of the John Day-Burns and Central Oregon Highways in Harney County.

Final payment on this contract is $19,537.21 and the total contract amount is $2,433,737.69. No work was performed under force account.

Sincerely,

Robert W. Crimson
COMMISSION SERVICES

cc: Kobler Bros., Inc.
6291 S. E. Lake Road
Milwaukie, OR 97221

bc: C. T. Kenney
Walt Hart
W. E. Schwartz

9020

L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Devine Summit-Burns Jct. and Burns- Burns Jct.	WEEK ENDING: 12-6-80
		SECTION PREFIX: 13-1115
	HIGHWAY: John Day-Burns and Central Oregon	COUNTY: Harney
NAME OF JOB:	KIND OF WORK: Grading and Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 9020	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 28, 1979	DATE WORK STARTED: April 3, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 370	CALENDAR DAYS USED: 277
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75
PROJECT AUTHORIZATION: $2,637,627.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $2,450,063.11	ENGINEERING AUTHORIZATION: $187,564.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,439,458.31	ENGINEERING COST TO DATE: $74,426.87	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION: 40 %	DATE PROJECT WAS COMPLETED: June 13, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	17.02	17.02			17.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED	17.02	17.02			17.02
TOTAL ESTIMATED QUANTITIES (CONTRACT)	21,500 CY	54,400 T			65,000 T
TOTAL QUANTITIES CORRECTED TO DATE	18,700 CY	44,230 T			69,534 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,700 CY	44,230 T			69,534 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy - Cold			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

RECEIVED
DEC 8 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn

Richards, Berg, Inloes, Widmer, Oebsger, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No Work
MONDAY 1	No Work
TUESDAY 2	No Work
WEDNESDAY 3	No Work
THURSDAY 4	No Work
FRIDAY 5	No Work
SATURDAY 6	No Work

REMARKS

No Work this week.

Office working on semi-final.
Semi-final Submitted.

Final Report

SIGNED B. N. Hatcher LOCATION ~~Burns~~
B.N. Hatcher, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9020 4-8-80 Harney

. Oregon State
HIGHWAY DIVISION
Materials Section
ion 81-734-3000

. SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 12863
LABORATORY REPORT NUMBER
80- 6442

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Devine Summit - Burns Jct. & Burns - Burns Jct.
Highway: Johnson Creek - Burns & Central Oregon
Contractor: Babler Bros
Submitted by: B.N. Hatcher
Contract No.: 9020
Res. Engr.: B.N. Hatcher
Sampled by: T.M. Stose
Prefix No.: 13-1115
County: Harney
F.A. Proj. No.: State
Date Sampled: 4-8-80

Sample No.	Quantity Represented
2	9000

Purpose of Sample: Record ☐ Check ☐ Qualifying ☒

FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 3"-0

INTENDED USE: Agg Sub Base & Treated SubGrd

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Whitney Pit

SAMPLED AT: P.I.T

REMARKS: Need OSHD Degrad. & S.E.

Weather: Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☒ T-11 ☒ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
3			100	
2			32	
1½			83	
1			74	
¾			6	
½			58	
⅜			52	
¼			42	
4			37	
10			27	
40			12	
200			4.0	

Total wt. of sample = 26.71 lbs.
☐ OSHD Asphalt ____ %
☐ T-27 P#10 of P¼ ____ %
☐ T-11 P200 4.0 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☒ OSHD DEGRAD Ht. 1.8 in. P20 19.2 % Ref. Ht. ____ in. P20 ____
RETAINED Ht. 2.8 in. P20 12.3 % Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☒ OSHD SAND EQUIVALENT 3.2/9.9 = 33
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

: ☐ FHWA
, ☐ Construction Engineer
☐ Region Engineer
x ☐ Resident Engineer Hatcher
☐ District Engineer
☐ Geology and Soils
x ☐ Reg. Geologist V. Moore
2 ☐ Files
x Babler Bros.,

Material represented by this sample Does ☒ Does not ☐ comply with specifications.

REMARKS:

Date Received 4-11-80
Date Reported 4-28-80
Lab. Charges $142.00

John C. Adams
Engineer of Materials

STRUCTION: Forward White Original to M. Salem ... to Resident Engineer, Originator retain Buff

SP*79756-734

9020 Harney Co.

Road Design Section 378-6558

June 5, 1979

Leonard L. Wallace
Bridge Design Engineer

Kyle K. Watson
Kyle K. Watson
Design Engineer Supervisor

MP 52.88-Burns Junction and
Burns-Burns Junction
John Day-Burns and Central
Oregon Highways
[redacted]

A Class "B" asphalt concrete overlay, thickness 3 inches, is proposed on this section.

Please review all structures in reference to the overlay. Also, we need a recommendation as to guardrail connections at the bridge ends.

LKW:ab
cc: Will McGill

Versteeg
Anderson
Christensen
Olson
Sullivan
Tarp'n
T[illegible]
Wakeling

RECEIVED
JUN 05 1979
ROAD DESIGN SECTION

File
Do Not File ☐
Return To
During ___/___/___
Action

1979 Dexter Lk. S. Br. & Willa 9021
mette Hwy. @ Jasper/Lowell Rd.
Sec. (Grade, pave & struc.) #2

C4A 6442 7-28-82
1-8-79

C9A6651 10-5-78

C9A 1006 10-1-47

Comm Appd 3/30/76 Order to Render Service
PE AD 600 - $500 = 3-14-76

PE Probe 20-R27

1-26-82
Waiting for Agreement change
Funds were limited to $76,500
now to be upon execution
Agreement chg 7-8-82

$1,200,000

9021

520-1029

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-26-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.-Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE: Oregon

FEDERAL AID PROJECT NO.: RS-A462(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 8/1/79 To: 5/26/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,448,956.22	$1,159,983.76	88.18%	$1,022,873.68	$1,022,873.68	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By _____ 5/26/83

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Dexter Lake South Bridge Section Jasper/Lowell County Road (FASA 462) Lane County					
	Construction					
	Type Code 6201					
	Final Contract Payment Summary	Lump Sum			$ 321,984.44	
SFO	#1 Permanent Pavement Striping (State)	All Required			819.71	
SFO	#2 Fabricate and install permanent signing (State)	All Required			720.74	
	Total Participating Construction Type Code 6201				$ 323,524.89	
	Type Code X081					
	Structure (Sta. 22+02 To Sta. 24+18)					
	Final Contract Payment Summary	Lump Sum			$ 704,097.10	
	Total Participating Construction				$1,027,621.99	
	Construction Engineering					
	Work by Lane County	All Required			$ 65,616.74	
	Work by OBEC	All Required			58,913.47	
	State	All Required			7,176.72	
	Total Participating Construction Engineering				$ 131,706.93	
	6201 $41,487.68					
	X081 90,219.25					
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			$ 10.87	
	6201 $3.42					
	X081 7.45					
	Audit Expense (State)	All Required			643.97	
	6201 $202.85					
	X081 441.12					
	Total Misc. Project Cost				$ 654.84	
	Total Participating Cost				$1,159,983.76	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 283,141.41	
SFO	#1 Permanent Pavement Summary	All Required			909.62	
SFO	#2 Fabricate and install permanent signing (State)	All Required			720.74	
SFO	#3 Reinstall roadside illumination (State)	All Required			1,965.09	
	EEO Monitoring Expense	All Required			3.44	
	Construction Engineering (State)	All Required			2,232.16	
	Total Nonparticipating Cost				$ 288,972.46	
	Total Project Cost				$1,448,955.22	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					

AMOUNT CARRIED FORWARD

7021

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8-18-82

COUNTY LANE Contract No. 9021 Date Completed Oct. 23, 1980

PROJECT # RS-A462(1) Section Dexter Lake (S. Bridge) Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Federal Participation)	$1,026,081.54
Striping (State)		819.71
Signing		569.56
Engineering - Consultant		58,913.47
County		65,616.74
State		7,176.72
EEO		10.87
Audit		643.97
		$1,159,832.58
SFO #1 Striping	(Non Participation)	$ 44.95
SFO #2 Signing		151.18
Engineering		157.83
		$ 353.96

Federal Funds Collected $1,022,740.37

County Share of Costs:
1/2 ($1,159,832.58 - $1,022,740.37) + $353.96 = $68,900.07

County Advance Deposit	$71,000.00
County Share of Costs	68,900.07
REFUND DUE COUNTY	$ 2,099.03

Reference: Billing Form CC 82-12

FORM 734-1745

9021

520-1029

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

2-26-82

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

FEDERAL AID PROJECT NO.

PROGRAM APPROVED Oregon

VOUCHER [redacted](1)

From: To:

FINANCIAL DATA 8/1/79 8/[illegible]/81

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,448,966.22	$1,159,832.58	[redacted]	$1,022,740.37	$1,022,740.37	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE

FHWA REVIEW PERFORMED

PASSED FOR PAYMENT Oregon

FORWARDED BY FHWA DIVISION OFFICE Pikarski

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Dexter Lake South Bridge Section **Jasper/Lowell County Road (FASA 462)** **Lane County**					
	Construction					
	Type Code 6201					
	Roadway (Sta. 13+00 To Sta. 36+32.59)					
	Final Contract Payment Summary	Lump Sum			$ 321,984.44	
EFO #1	Permanent Pavement Striping (State)	All Required			819.71	
SFO #2	Fabricate and install permanent signing (State)	All Required			569.56	
	Total Participating Construction Type Code 6201				$ 323,373.71	
	Type Code X081					
	Structure (Sta. 22+02 To Sta. 24+18)					
	Final Contract Payment Summary	Lump Sum			$ 704,097.10	
	Total Participating Construction				$1,027,470.81	
	Construction Engineering					
	Work by Lane County	All Required			$ 65,616.74	
	Work by ODSC	All Required			58,913.47	
	State	All Required			7,176.72	
	Total Participating Construction Engineering				$ 131,706.93	
	6201 $41,487.68					
	X081 90,219.25					
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			$ 10.87	
	6201 $3.42					
	X081 7.45					
	Audit Expense (State)	All Required			645.97	
	6201 $202.85					
	X081 441.12					
	Total Misc. Project Cost				$ 656.84	
	Total Participating Cost				$1,159,432.58	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 283,191.41	
SFO #2	Permanent Pavement Striping (State)	All Required			909.82	
SFO #2	Fabricate and install permanent signing (State)	All Required			871.92	
SFO #5	Reinstall roadside illumination (State)	All Required			1,965.09	
	EEO Monitoring Expense	All Required			3.44	
	Construction Engineering (State)	All Required			2,232.16	
	Total Nonparticipating Cost				$ 289,173.84	
	Total Project Cost				$1,446,956.22	

Prepared based on Participating Costs as shown on Federal Billing as of 5/4/82.

AMOUNT CARRIED FORWARD

902.1

July 28, 1982

Lane County Public Works Dept.
3040 N. Delta
Eugene, OR 97401

AGR 4-2

Attention: Donald LaBelle
Director of Public Works

MISC. CONTRACTS and
AGREEMENTS No. 4446

Gentlemen:

Attached for your files are two fully executed copies of a letter-form supplemental agreement concerning construction of the Dexter Reservoir Bridge Section of Jasper-Lowell Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormack
COMMISSION SERVICES

jm
Attachment

bc: Don Harwall

9021

June 22, 1982

Dexter Reservoir Bridge Section
(also called Dexter Lake (S. Bridge) Section
Jasper-Lowell Road FAS-A462
Lane County.

Called Nea Lynn Jacobson (Ass't Dir. of Pub. Wks), 687-4222, and told her that she could use $1,183,000 as a limit in the supplemental agreement for this project. This will replace the $760,000 limit in paragraph 3 page 3 of the original agreement # 6442.

Nea Lynn said they would use $1,200,000 -HK

DEXTER LK S BR & HILL HWY CONT NO 9021 X FA PROJ NOS RS 462001 76 STATE 24

520	1029	201	00 P 1	Contractor		12,718.50CR	1,026,081.54	79	81
520	1029	201	00 N 1	12,718.50CR		12,718.50		80	82
520	1029	201	~~00 N 7~~	12,718.50				81	82
520	1029	208	00 N 1	Retainage		19CR	29.01CR	81	81
520	1029	208	~~00 N 7~~			06CR	~~9.16CR~~	81	81
520	1029	270	01 P 1	Pavement striping	SFE #1	819.72CR	819.71	80	82
520	1029	270	01 N 1	Pavement striping		44.95CR	~~44.95~~	81	82
520	1029	270	~~01 N 7~~			864.67	~~864.67~~	82	82
520	1029	270	02 P 1	Signing		569.55CR	569.56	80	82
520	1029	270	02 N 1			170.52CR	~~151.18~~	80	82
520	1029	270	~~02 N 7~~			720.74	~~720.74~~	82	82
520	1029	270	03 P 1			1,682.26CR		81	82
520	1029	270	03 N 1			282.83CR		81	82
520	1029	270	~~03 N 7~~			1,965.09	~~1,965.09~~	82	82
520	1029	296	~~00 N 7~~			391.69CR	~~609.76CR~~	81	81
520	1029	296	00 N 9	2,229.11		15,276.59CR	1,075,130.61CR	79	82
520	1029	297	~~00 N 9~~				53,000.00	80	80
520	1029	298	~~00 N 7~~			391.69	~~391.76~~	81	81
520	1029	298	00 N 9	2,229.11CR		15,276.59	1,022,130.61	79	82
520	1029	900	00 P 1	Engineering		39,558.06CR	71,030.59	79	81
520	1029	900	00 N 1	Auditing		28,788.11CR	152.20	80	81
520	1029	900	~~00 N 7~~				~~1,522.08~~	80	81
520	1029	904	00 P 1			58,913.47	58,913.47	81	81
520	1029	908	00 N 1	Testing			~~5.63~~	80	80
520	1029	915	00 P 1	Auditing		643.97	643.97	81	82
520	1029	920	00 P 1	~~36.19~~		~~36.19~~	~~56.11~~	~~80.92~~	82
520	1029	920	~~00 N 7~~	11.43		11.43	~~21.06~~	81	82
520	1029	928	00 P 1			6.51CR		80	82
520	1029	928	00 N 1			.55CR	29.01	80	82
520	1029	928	~~00 N 7~~			7.06	~~9.16~~	81	82
520	1029	940	00 P 1				333.86	81	81
520	1029	940	~~00 N 7~~				~~45.43~~	81	81
520	1029	944	00 P 1				0.48	81	81
520	1029	944	~~00 N 7~~				~~8.59~~	81	81
520	1029	945	00 P 1				1,213.27	81	81
520	1029	945	~~00 N 7~~				~~383.15~~	81	81
520	1029	948	00 P 1			14.15	14.15	81	81

1022,740.37 is Correct
See May J.C.S

MARCH 1982 PAGE 281

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	520	1029	950	00 P 1			80.59	80	80
	~~520~~	~~1029~~	~~950~~	~~00 N 7~~			~~25.45~~	~~81~~	~~81~~
	520	1029	985	00 P 1			10.87	79	80
	520	1029	985	~~00 N 7~~			~~3.44~~	81	81
			TOT	P1	~~36.19~~	~~16,971.68~~	~~1,159,868.27~~	1,159,832.58	
			TOT	N1	12,718.50CR	42,005.65CR	353.96		
			TOT	~~N7~~	12,729.93	16,287.43	~~288,781.11~~	1,160,186.54	
			** JOB TOTALS **		~~47.62~~ **	8,746.54CR**	1,449,003.84 **		
							1,448,957.65		

9021

DEXTER LK S BR & WILL HWY CONT NO 9021 * FA PROJ NOS RS 462001 76 STATE 24

520	1029	201	00 P 1		1,026,081.54	79	81
520	1029	201	00 N 1	12,718.50CR		80	82
520	1029	201	00 N 7	12,718.50	283,141.41	81	82
520	1029	208	00 N 1	.19CR	29.01CR	81	81
520	1029	208	00 N 7	.06CR	9.16CR	81	81
520	1029	270	01 P 1	819.72CR	819.71	80	82
520	1029	270	01 N 1	44.95CR	44.95	81	82
520	1029	270	01 N 7	864.67	864.67	82	82
520	1029	270	02 P 1	569.55CR	569.56	80	82
520	1029	270	02 N 1	170.62CR	151.18	80	82
520	1029	270	02 N 7	720.74	720.74	82	82
520	1029	270	03 P 1	1,682.26CR		81	82
520	1029	270	03 N 1	282.83CR		81	82
520	1029	270	03 N 7	1,965.09	1,965.09	82	82
520	1029	296	00 N 7	391.69CR	609.76CR	81	82
520	1029	296	00 N 9	15,276.59CR	1,075,130.61CR	79	82
520	1029	297	00 N 9		53,000.00	80	80
520	1029	298	00 N 7	391.69	609.76	81	82
520	1029	298	00 N 9	15,276.59	1,022,130.61	79	82
520	1029	900	00 P 1	39,558.06CR	71,030.59	79	81
520	1029	900	00 N 1	28,788.11CR	152.20	80	81

1,022,130.61
609.76
1,021,734.03

JUNE 1982 PAGE 306

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
							1,522.08	80	81
	520	1029	900	00 N 7		58,913.47	58,913.47	81	81
	520	1029	904	00 P 1			5.63	80	80
	520	1029	908	00 N 1		643.97	643.97	81	82
	520	1029	915	00 P 1			30.52	79	82
	520	1029	920	00 P 1		11.43	21.06	81	82
	520	1029	920	00 N 7		6.51CR		80	82
	520	1029	928	00 P 1		.55CR	29.01	80	82
	520	1029	928	00 N 1		7.06	9.16	81	82
	520	1029	928	00 N 7			333.86	81	81
	520	1029	940	00 P 1			105.43	81	81
	520	1029	940	00 N 7			90.48	81	81
	520	1029	944	00 P 1			28.59	81	81
	520	1029	944	00 N 7			1,213.27	81	81
	520	1029	945	00 P 1			383.15	81	81
	520	1029	945	00 N 7			14.15	81	81
	520	1029	948	00 P 1		14.15	80.59	80	80
	520	1029	950	00 P 1			25.45	81	81
	520	1029	950	00 N 7			10.87	79	80
	520	1029	985	00 P 1			3.44	81	81
	520	1029	985	00 N 7					
			TOT	P1		16,935.49	1,159,832.58		
			TOT	N1		43,005.65CR	353.96		
			TOT	N7		16,287.43	288,781.11		
			** JOB TOTALS **		**	8,782.73CR**	1,448,967.65	**	

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
520-1001	1# RS	-0436-002 APPR-075	124,476.13	146,449.74	145,077.07	85.80	124,476.13	124,476.13		
520-1022	1# RS	-A463-001 APPR-075	167,895.04	190,762.42	190,490.36	88.18	167,895.04	167,895.04		
520-1029	1% RS	-A462-001 APPR-075	1022,740.37	1160,186.54	1159,832.58	88.18	1022,740.37	1022,740.37		
	7			288,769.68						
	9%									
520-1029	PREFIX TOTALS		1022,740.37	1448,956.22	1159,832.58		1022,740.37	1022,740.37		
520-1043	1 RRS	-A473-001 APPR-138	75,952.00	154.50	78.25	90.00	70.43	70.43		
520-1044	1 PMS	-000S-102 APPR-140	280,000.00	168,111.94	167,993.84	100.00	167,993.84	167,993.84		
520-1056	1 HES	-A454-002 APPR-141				90.00				
521-1088	1 RRP	-0176-005 APPR-139				90.00				
522-1006	1 RRP	-A500-001 APPR-139	51,237.00	52.01	52.01	90.00	46.81	46.81		
522-1071	1# RS	-A487-001 APPR-075	296,631.48	403,244.53	345,724.33	85.80	296,631.48	296,631.48		
522-1094	1 URS	-A496-003 APPR-114	588,000.00	729,921.42	729,089.32	80.00	583,271.46	583,271.46		
522-1096	1 RRS	-A465-001 APPR-138	51,141.00	31,160.27	31,160.27	90.00	28,044.24	28,044.24		
522-1097	1 RRP	-000S-040 APPR-139				90.00				
523-1039	1# PMS	-000S-018 APPR-140	54,962.71	54,962.71	54,962.71	100.00	54,962.71	54,962.71		
523-1063	1# RS	-8495-001 APPR-075	118,295.86	141,819.55	137,873.96	85.80	118,295.86	118,295.86		
523-1069	1# SR	-8482-001 APPR-079	14,644.23	16,607.20	16,607.20	88.18	14,644.23	14,644.23		
523-1073	1# SR	-8482-001 APPR-079	174,854.64	198,549.18	198,292.86	88.18	174,854.64	174,854.64		
523-1080	1 RS	-8500-003 APPR-075	273,180.00	7,753.08	7,730.10	88.18	6,816.40	6,805.12	11.28	
524-1025	1# RRS	-A576-001 APPR-138	24,512.88	27,306.55	27,236.53	90.00	24,512.88	24,512.88		
524-1037	1# RS	-A599-001 APPR-075	509,907.79	578,893.22	578,257.87	88.18	509,907.79	509,907.79		
524-1068	1 RS	-8593-003 APPR-075	344,310.00	139,377.83	139,354.86	88.18	122,883.11	106,267.83	16,615.28	
525-1067	1# RS	-8560-002 APPR-075	61,847.17	70,265.22	70,137.41	88.18	61,847.17	61,847.17		
525-1069	1# RS	-8560-001 APPR-075	127,681.78	145,220.26	144,796.76	88.18	127,681.78	127,681.78		
525-1073	1 RS	-8564-003 APPR-075	355,000.00	6,081.38	6,081.38	88.18	5,362.86	5,362.86		

9021

HIGHWAY DIVISION

AGR

March 4, 1982

Jack Ayres
Region 3 Federal Aid Specialist

Mal Reynoldson
Local Programs Coordinator

FAS-C Funds
Dexter Lake South Bridge Section
FAS-A462
Lane County

Agreement by County - County to pay 100% of costs over $760,000.

This would mean with the cost of the project to date at $1,172,905.04.

State and Federal Share $760,000 - 94% = $714,000.

All other Costs would be County	$1,172,905.04
	714,000.00
COUNTY COSTS WOULD BE	$ 458,905.04

(Revised)
By agreement, charges would be:

Project Cost (Federal Participation)	$1,159,832.58
Less Federal Funds (88%)	1,022,740.37
Less State Share (6%)	69,589.92
Plus Non-participating Costs	13,072.46
COUNTY SHARE OF COSTS	$ 80,574.75

There could be a small charge when final billing is made.

AR:pf

Ellis Jones
686-7704

SP&E 151.18 Signing
#1 44.85 Striping
150.93 Eng
346.96

90 21

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

5-26-81 *(PPM 20-5)* 9021

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-A462(1)	Lane	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved (1) construction of highway roadbed, aggregate base and asphalt concrete pavement, and (2) construction of Bridge No. 6649A over Dexter Lake. The bridge is 420 feet long and has a roadway width of 30.67 feet.

Work was completed October 23, 1980 on the Dexter Lake S. Bridge and Willamette Highway @ Jasper/Lowell Road Sections of FAS Route A462 and the Willamette Highway.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Holst Construction Co.	$ 1,310,279.30

7. CERTIFICATION: *I certify that the above listed project was completed as programmed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* _____

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

5-29-81

	Info
	Inves
	R/D
	D/R
	Sign
	Act
	File

REFER TO FOR

MAY 29'81

RECEIVED STATE HWY ENGR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.442	32	X081	0.041

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	1-22-81

12. IN COMPANY WITH
Jim Gix and Ellis Jones, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE W. N. Bryant

14. TITLE	15. DATE
Area Engineer	5-18-81

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner

17. TITLE	18. DATE
Field Operations Engineer	5/26/81

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

9021

March 18, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9021

Gentlemen:

On March 11, 1981, we wrote to you concerning release of final payment on Contract No. 9021 awarded to Holst Construction Co. for work on the Dexter Lake South Bridge and Willamette Highway at Jasper/Lowell Road Sections of Fed A082 and the Willamette Highway in Lane County.

Final payment on this contract is $64,314.60 and the total contract amount is $1,389,222.95 including $7,751.56 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

jas
cc: Holst Construction Co.
P. O. Box 1048
Coalridge, OR 97463

bcc: G. T. Kansey
Dale Hart
A. Shirley

90'21

File

3-12-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	d –	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	uction	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Inc.	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9021

2 REFERRED TO Stoudenmeyer Board Mann Cole Watson Brikeen Dorn Leu Hager Discuss Do File Copy Due Return BY FINAL DESIGN ENGINEER

lane county

18

November 24, 1980

1 Versteeg ✓ Anderson 2 Christensen Doe RECEIVED Olson Sullivan Copy JAN 09 1981 Terpin Trout Wakerlig ROAD DESIGN SECTION Do Not File Return To Bring Up Action

Contract: Dexter Lake South Bridge
and Willamette Highway
Contract No.: 9021
Prefix No.: 520-1029
RESIDENT ENGINEERS NARRATIVE REPORT

PREFACE

Award Date:	September 25, 1979	
Work Commenced:	November 2, 1979	
Work Suspended:	September 26, 1980	Pending negotiation of E.W.O. No. 3
Work Completed:	October 23, 1980	

Contract was completed within the specified time limit.

ROADWORK

Traffic control on this project was accomplished with a minimum of inconvience to the public. Radio equiped flagmen at each end of the project coordinated one way traffic, with a third flagman at the Jasper-Lowell intersection to move traffic in a safe and effective manner. Construction areas were defined at all times by the use of tubular traffic delineators and the contract was completed without incident.

Clearing and excavation along Highway 58 was commenced on November 9, 1979 and proceeded until wet weather conditions suspended this activity.

Embankment was placed along the Jasper-Lowell causway during the month of December. Additional embankment was required at the bridge ends, Sta. 22+00 and Sta. 24+18 to atain the typical section width. This work was origionally to have been completed on a previous contract. At the completion of the rock embankment grading, work was suspended until late spring.

Drainage installations were completed in two days. The 24 inch culverts were installed under Highway 58 and the 36 inch culvert was extended according to the plans. Extra Work Order No. 3 was initiated at Station 765+61 for the installation of an additional 36 inch culvert. This facility will control the primary drainage from the adjacent hillside, and the existing 36 inch culvert will be used as an overflow during heavy flow periods.

Excavation continued in mid-July. Excavated material was placed in a random fill area adjacent to the project until material suitable for embankment on Jasper-Lowell Road was encountered. Upon completion of the embankments on Jasper-Lowell Road, there was a substantial quantity of excavation to be completed. The remainder of this excavation was overhauled to the designated disposal site, five miles West, and into the random fill area adjacent to the project.

Basing and Paving operations were coordinated to get the transitional traffic from the old alignment to the new structure and alignment with a minimum of inconvienience to the public. The new striping plan was implemented immediatly upon completion of the paving, and old pavement markings were obliterated by sandblasting.

Seeding and mulching of slopes and disposal areas were completed on September 18, 1980. Warm rains contributed to a high germination rate during the late fall.

Guardrail items were completed in seven days. Highway 58 traffic potentially exposed to Dexter Lake was alleviated by the contractor as he removed only the amount of rail which could be replaced by the end of each shift.

Dexter Lane South Bridge
Contract No.: 9021
Prefix No.: 520-1029
F.A. No.: RS-A462(1)

NARRATIVE REPORT

Holst Construction Co., Oakridge, Oregon began work on the structure on November 6, 1979. After approximately four weeks delay due to foundation revisions at Bents 2 and 4, the structure was completed on September 18, 1980.

Foundation Revisions

Although Holst Construction's bid was to construct Alternate "A" which called for cast-in-place footings and columns at Bents 2 through 4, it was discovered during work on the trestle construction that exposed bedrock did not exist at Bents 2 and 4 as shown on the bridge plans. Foundation drilling by ODOT revealed as much as 20 feet of overburden and softer rock layers at Bent 2 and 15 feet of cobbles, sand and weathered basalt over the bedrock at Bent No. 4.

Revised foundation construction at Bents 2 and 4 was completed using 24-inch octagonal prestressed concrete piles with steel H-pile tips driven to a minimum 16- tons bearing. These revisions at Bents 2 and 4 resulted in a net savings to the contract of $5,951.00 under Price Agreement No. 1.

Foundation construction at Bent 3 consisted of spread footings and columns constructed under water as originally bid under Alternate "A".

Material Suppliers and Subcontractors

Prestressed concrete box beams were manufactured by Morse Bros. Prestress, Harrisburg, Oregon.

Reinforcing steel was furnished by Farwest Rebar Co., Eugene, Oregon.

Two-tube aluminum bridge railing was furnished by L. B. Foster Co., Pittsburg, Pennsylvania.

Structural concrete was furnished by Wildish Cascade Concrete, Eugene, Oregon.

Miscellaneous metal was furnished by Emerald Steel Fabricators, Eugene, Oregon.

Prestressed concrete piling for the revised foundation construction at Bents 2 and 4 were furnished by Morse Bros. Prestress, Harrisburg, Oregon.

Piling at Bents 2 and 4 were driven by Colgrove Alayn Contractors from Vancouver, Washington.

Price Agreement No. 2

Price Agreement No. 2 was written to cover the minor adjustments in reinforcing steel and structural concrete for Lump Sum Items 36, 37 and 40 and resulted in a net credit to the contract of $-365.20.

"As Constructed Drawings"

"As Constructed" drawings have been prepared on the original tracings and returned to the Bridge Division in Salem.

Structure Cost

Final cost of the structure, exclusive of engineering, was $704,563,10, 1.32% under the original bid amount of $713,975.00.

OBEC CONSULTING ENGINEERS,

Jerry E. Bishop

Jerry E. Bishop
Senior Resident Engineer

JEB:ps

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Dexter Lake South Bridge

Highway: Willamette

County: Lane

Contract No: 9021

Prefix: 520-1029

F.A. No: RS-A462(1)

SUMMARY

Item	Original	Semifinal	+-%
Bid Items	$1,310,279.30	$1,308,202.06	-0-
Anticipated Items	3,200.00	* 1,600.00	-50%
Contingencies	59,106.57	11,493.77	-81%
Engineering	105,078.34	105,078.34	-0-
Liquidated Damages	-0-	-0-	-0-
Total	$1,477,664.21	$1,426,374.17	-4%

*Final Billing not received

George Price
Lane County Engineer

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Item No.	Item	Unit	Origional Quantity	Semifinal Quantity	±%
3 .	Temporary Signs	Sq. Ft.	470	393	-16%

The quantity used was adequate to allow proper warning and control to move traffic safely through the project.

4	Temporary Barricades	Each	4	14	+250%

Prolonged exposure of the traffic to a vertical cut in excess of two feet adjacent to Highway 58 required additional lighted barricades for the safety of the travelling public.

5	Flagmen	Hours	1000	1197	+20%

Additional flagging hours were required to control the intersection of Jasper-Lowell Road during sustained periods of one way traffic on Highway 58.

9	Embankment in Place	Cu. Yds.	11,490	12,915	+8%

Additional rock embankment was required at the ends of the Structure at Station 23+00. It was origionally anticipated this work would be completed on a prior contract.

14	3/4 - 0 Aggregate Base	Tons	1,170	863	-26%

The origional design concept and the project typical sections from Sta. 13+00 to Sta. 22+00 were not compatible. The origional concept was to obliterate the existing pavement and add rock as required to attain the desired finish rock grade. Grade adjustments were performed without obliteration of the existing roadway, resulting in the under-run.

29	Roadside Seeding and Mulching	Acres	3.0	5.2	+73%

The origional plan quantities did not include approximently 0.6 acres on Jasper-Lowell Road, and the quantities on the Highway 58 section were under estimated by approximently 1.4 acres.

Item No.	Item	Unit	Origional Quantity	Semifinal Quantity	+-%
31	Structure Excavation	Cu. Yd.	40.0	2.51	-94%

Excavation was not performed at Bents 1,2,4 and 5, due to Structural revisions covered under Price Agreement No. 1.

32	Specil Footing Backfill	Cu. Yd.	40.0	0.0	-100%

No Special backfill was required to complete the required work. Selected embankment material were placed at the bridge end embankment from the bottom of pile cap to subgrade elevations.

34	Furnish HP 10 x 42 Steel Piling	Lin.Ft.	700	604	-14%

Piling driven at Bents 1 and 5 attained minimum tip elevation which was less than anticipated.

35	Drive Steel Piles	Lin.Ft.	700	606	-13%

Underrun was due to the piling at Bent 5 not reaching the extimated tip elevation

P.A.#1	Revise Structure Design Bents 2 and 4	Lump Sum	All	-5951.00	-0-

Revised sustructure design at Bent 2 and 4 to substitute 24" concrete piling in lieu of cast-in-place footings and columns resulted in a net credit to the contract.

P.A.#2	Document delete State Weigh Witness				
P.A.#3	Document adjustments to B.I. 36, 27, 40	Lump Sum	All	-365.20	-0-

Document the overrun in B.I. 36 and the underruns in Item 37 and 40 resulting in a net credit to the contract.

EWO#1	Pavement Removal	$600.00	$495.89	-104.11
EWO#2	Asphalt Addative	$315.00	$270.69	-44.31
EWO##	36 inch Culver Installation	$9500.00	$6990.89	-2509.11

The contractor was able to complete the installation in one day without encountering any difficulties. Two days were origionally anticipated.

SFO#1	Permanent Pavement Striping	$1600.00	*

* Final billings not received.

SFO#2	Permanent Signing	$3734.00	*

* Final billins not received

9021

STATE OF OREGON
Contract Payments 378-6594

INTER-OFFICE MEMO
FILE: CON 5

TO: Warren Richards
Construction Office Manager
R. D. Church by mk

DATE: November 4, 1980

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

FASC

Contract 9021, Work Completed October 23, 1980

Project Dexter Lake So. Bridge & Willamette Hwy. @ Jasper/Lowell Rd.

Highway FAS A462 and Willamette

County Lane

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date _____

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Donald Trout
Leo King

R Smith

9021

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dexter Lake South Bridge and Willamette Highway at Dexter-Lowell		WEEK ENDING: October 25, 1980
		SECTION PREFIX: 520-1029
HIGHWAY: Willamette		COUNTY: Lane
NAME OF JOB: Dexter Lake South Bridge	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Holst Construction Company	CONTRACT NUMBER: 9021	FEDERAL AID PROJECT NUMBER: RS-A0462(1)
DATE OF CONTRACT: August 28, 1979	DATE WORK STARTED: November 2, 1979	ESTIMATED COMPLETION DATE: October 31, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 3	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 360	CALENDAR DAYS USED: 358
PROJECT AUTHORIZATION: $ 1,477,664.21	~~SPECIFIED~~ COMPLETION DATE: Est. October 31, 1980	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 1,372,585.87	ENGINEERING AUTHORIZATION: $ 105,078.34	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,307,355.42	ENGINEERING COST TO DATE: $ 94,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 5 %	PERCENT OF AUTHORIZATION . . . . . 89 %	DATE PROJECT WAS COMPLETED: October 25, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.80	0.80			0.80
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,890	6970			3200
TOTAL QUANTITIES CORRECTED TO DATE	42,993	6694			3175
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	42,993	6694			3175
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Cat 225 Backhoe
1-Cat 930 Loader
1-14 Ton Roller
1-10 Yd Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6649A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10-19	Clear			
MONDAY 20	Clear			
TUESDAY 21	Clear			
WEDNESDAY 22	Clear			
THURSDAY 23	Clear			
FRIDAY 24				
SATURDAY 10-25				

RECEIVED
NOV 7 1980
CONSTRUCTION BRANCH

Kussay, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10-19	
MONDAY 20	
TUESDAY 21	
WEDNESDAY 22	Wildish completed all work on EWO # 3. 100' x 36" was installed at Station 765+60. Trench was patched with A.C. Paving between existing shoulder and new guardrail in the 760 to 763 vicinity.
THURSDAY 23	Wildish completed remainder of paving between existing shoulder and new guardrain on Hwy. 58 in the 746 to 751 vicinity.
FRIDAY 24	
SATURDAY 10-25	

REMARKS

Inspector:Doug Putschler

REMARKS: Temporary suspension of work was rescinded as of October 22, 1980.
Project completed October 23, 1980.

SIGNED Geo Price LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9021

TRA 7-5

18

STATE OF OREGON
Highway - Traffic

378-6537

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region III Engineer

DATE: October 1, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Dexter Lake S. Bridge and Willamette Highway
at Jasper/Lowell Road Section
RS-A462(1) and Willamette Highway
Contract 9021
Lane County

By an oversight the permanent signing on the subject project was not included in the contract. It will be necessary to have the State fabricate and install the permanent signs.

Attached are three copies of the approved sign study plans. Please have a State Force Order prepared for this work. The estimated cost for this work is $3,734, and Prefix No. 520-1029-270 should be used for the signing.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb
Attachments

cc w/attach.: Larry Asburry
Ellis Jones
F. T. Lacey
Don Stoudenmeyer

REFERRED TO
Stoudenmeyer
Beard
Cole
Eriksen
Yeager
Marsh
Watson
Dorn
Lau
Return
Do
File Copy
Due
BY FINAL DESIGN ENGINEER

Verstoeg
Anderson
Christensen
Sullivan
RECEIVED
OCT 1 1980
ROAD DESIGN SECTION

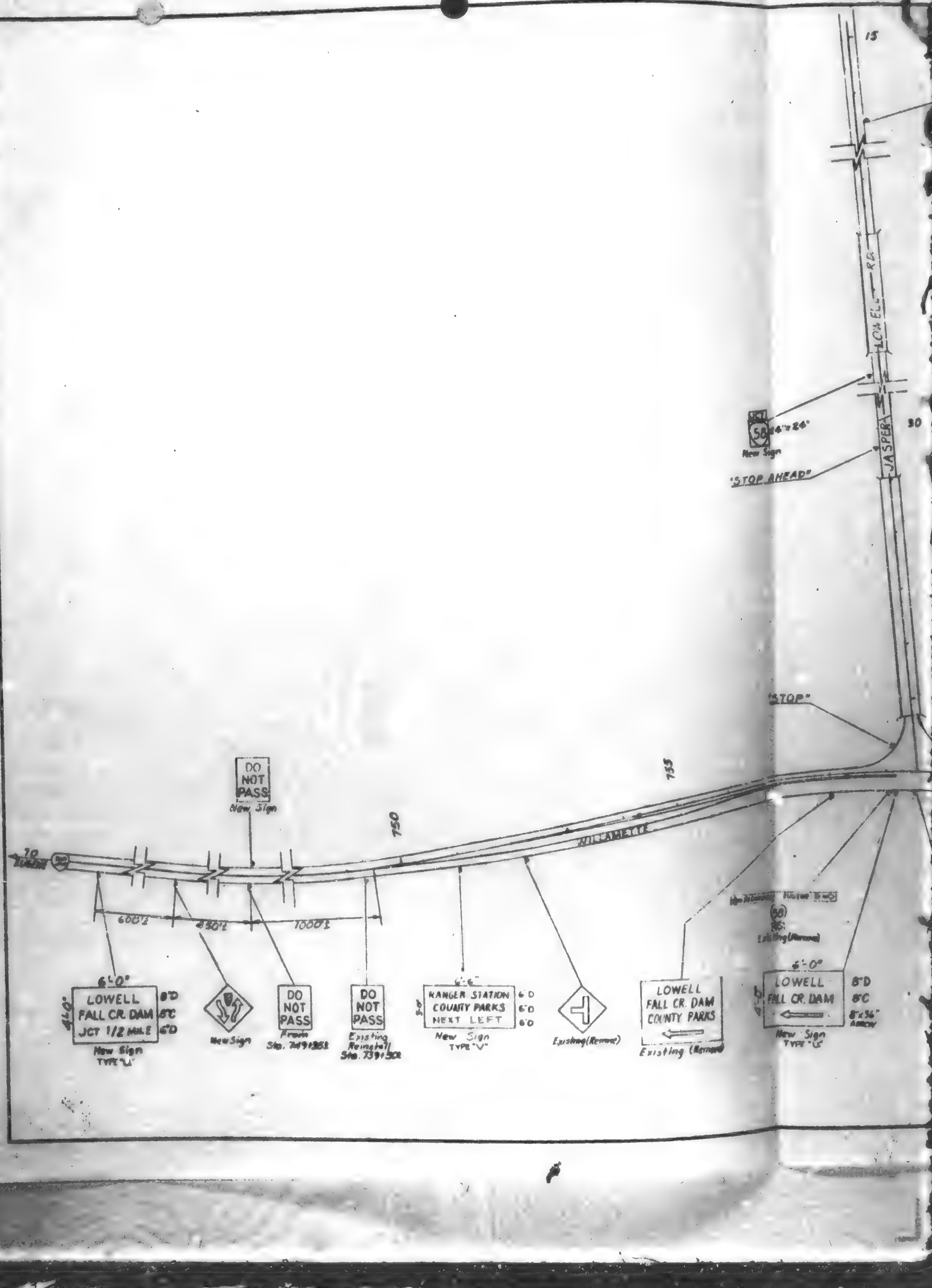
Don's Dmf
Beard W63

Contains Recycled Materials
81-125-1367

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Signing Estimate
Dexter Lake South Bridge and
Willamette Highway at Jasper/Lowell Road Section
RS-A462(1) and Willamette Highway
Lane County
Contract 9021

232 sq.ft. Signs at	$12/sq.ft.	$2,784.00
14 wood sign posts at	$50/ea	700.00
Move existing signs-three at	$50/ea	150.00
Remove existing signs-four at	$25/ea	100.00
	TOTAL	$3,734.00


15
LOWELL RD
JASPER
30
24"x24"
New Sign
"STOP AHEAD"
"STOP"
DO NOT PASS
New Sign
750
755
10
600'±
450'±
1000'±
6'-0"
LOWELL
FALL CR. DAM
JCT 1/2 MILE
8"D
8"C
6"D
New Sign
TYPE "L"
New Sign
DO NOT PASS
Proviso
Sta. 749+35±
DO NOT PASS
Existing
Reinstall
Sta. 739+30±
3'-0"
6'-6"
RANGER STATION
COUNTY PARKS
NEXT LEFT
6"D
6"D
6"D
New Sign
TYPE "V"
Existing (Remove)
LOWELL
FALL CR. DAM
COUNTY PARKS
Existing (Remove)
6'-0"
LOWELL
FALL CR. DAM
8"D
8"C
8"x36"
New Sign
TYPE "L"

15

SPEED ZONE AHEAD

Rensha!l Existing Sign

N

FLOW EL — PLL

JASPER

30

6'-0"

LOWELL FALL CR. DAM

8'D
8'C
8"x36" Arrow

New Sign TYPE "G"

CORP OF ENGINEERS Sign - By Others

762+51.84 = 767+51.13 = EQ

760

765

Existing (Remove)

DO NOT PASS

Existing Reinstall Sta. 777+60±

6'-6"

3'-0"

RANGER STATION
COUNTY PARKS
NEXT RIGHT

6"D
6"D
6"D

New Sign TYPE "G"

DO NOT PASS

New Sign

New Signs

6'-0"

4'-0"

LOWELL FALL CR. DAM JCT 1/2 MILE

8'D
8'C
6"D

New Signs TYPE "G"

1000'

950'

850'

HIGHWAY

58 TO SWEET HOME

DO NOT PASS

From Sta. 767+60±

9'-0"

8'C

58

24x24

New Signs

SIGNING PROJECT

DEXTER LAKE SO. BR & WILLAMETTE HWY AT JASPER/LOWELL RD.
FAS A462 & WILLAMETTE HWY. ~ LANE COUNTY

Action	Date	Signature	Title
Submitted	3-29-79		
Approved	4-3-79		
"	4/12/79		Traffic Engineer
"			Asst. Hwy Engr.
Accepted			

Tom Lancaster

4 12 79

90 21

P

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Dexter Lake South Bridge & Willamette Highway Date September 8, 1980

Highway Willamette Contract No. 9021

County Lane Prefix 520-1029

Contractor Holst Construction Company F. A. Project No. RS-A046(1)

Address P.O. Box 1048 Oakridge, Oregon 97463 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reimburse contractor for cost of Anti-stripping agent, Sucon, added to Class "B" Asphalt mixture.

Location by station numbers:

Thru-out Project.

Estimate of quantities and cost:

Asphalt Addative

210 Tons x $ 1.50 = $ 315.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Use of the antistripping agent was recommended by OSHD Lab Reports 79-14466 and 80-11525. The addative will be paid for at the contractor's actual documented cost with no mark-up allowed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,477,664.21	
Present estimate of project cost, including $ 315.00 for work under this order	$1,479,579.21	
Expected under-run ~~over-run~~ amount	$ 55,395.37	
Expected under-run ~~over-run~~ per cent	4.0%	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

9/24/80 Approval Recommended

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

9-9-80

9021

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 2878

INTEROFFICE MEMO

FILE: ACC 5-4

DATE: October 30, 1979

TO: D. B. Swan
Operation Programming Engineer

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC/Lane County
Dexter Reservoir Bridge

On September 6, 1979, you requested that we review the accounting provisions of the referenced project. We found certain corrections and clarification necessary.

We approve the revised Agreement which you submitted today.

DWJ:njc

cc: Contract Accounting

PROJECT MANAGEMENT BRANCH
/ SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
OCT 31 1979
REFERRED TO _____
FOR _____ M
FILE: PM FA LG. SP*75603-125

Contains Recycled Materials
81-125-1387

90251

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE[illegible]AL AID PROJECT NO. RS-A462(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90254

COUNTY NAME Lane

PROGRAM STAGE (Check) 1. 2.

RECEIVED
STATE HWY ENGR
OCT 24 '79

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-24
Orig

REFER TO Moehring

FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	10-18-79	Secondary A462	County Road

GENERAL LOCATION:

Dexter Lake South Bridge Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 12, 1979, I approve the Consultant Agreement with Oregon Bridge Engineering for Construction Engineering on the subject project. Reimbursement on an actual cost plus fixed fee at a TEC of $66,000, which includes a fixed fee of $8,200, is approved. Federal participation is limited to $58,180 and only that work on the project eligible for Federal funding. A signed Agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-912

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION	Oregon
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	County: Lane
9-145	**FEDERAL-AID PROJECT AGREEMENT**	Project No.: RS-A462(1)
	1-26-77	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Lowell SCL, S. 0.44 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.483
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,185,794.00	$ ~~1,045,276.00~~ Funds not available for total amt 1,042,156.29

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

(Official Name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

xx By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 9-28-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. RS-A462(1)

Dexter Lake South Bridge Section
Jasper/Lowell County Road (FAS A462)
Lane County

Project agreement estimate

Type Code 6201
Roadway (Sta. L 13+00 to Sta. L 36+32.59)

Mobilization	(70%) All Required			$ 68,600.00
Temporary Protecton and Diretion of Traffic	(50%) All Required			17,500.00
Temporary Signs	95 Sq.Ft.	$	10.00	950.00
Temporary Barricades	4 Each		200.00	800.00
Flagmen	500 Hour		3.00	1,500.00
Clearing and Grubbing	(10%) All Required			2,000.00
Removal of Structures and Obstructions	(50%) All Required			500.00
General Excavation	4,550 Cu.Yd.		3.21	14,605.50
Embankment In Place	11,940 Cu.Yd.		9.00	107,460.00
Overhaul	405 C-Yd.Sta.		0.50	202.50
Finish Roadbed and Slopes	(20%) All Required			3,400.00
Watering	40 M-Gal.		5.00	200.00
3/4" - 0 Aggregate Base	810 Ton		8.00	6,480.00
1-1/2" - 0 Aggregate Base	3,290 Ton		8.00	26,320.00
Class "B" Asphalt Concrete Mixture	2,250 Ton		14.16	31,860.00
Asphalt Cement In Mixture	150 Ton		135.00	20,250.00
Guard Rail, Type 2A	2,393 Lin.Ft.		10.60	25,365.80
Guard Rail, Type 3	200 Lin.Ft.		23.00	4,600.00
Guard Rail Anchors, Type 1	3 Each		265.00	795.00
Rail End Pieces, Type C	3 Each		130.00	390.00
Rail End Pieces, End Shoes	4 Each		85.00	340.00
Salvaging Guard Rail	2,213 Lin.Ft.		2.00	4,426.00
Roadside Seeding and Mulching	1 Acre		500.00	500.00
				$339,044.80

Anticipated Items

Permanent Pavement Striping	(60%) All Required	$ 960.00
Temporary Erosion Control	(60%) All Required	60.00
		$ 2,020.00
	Subtotal	$340,064.80
	Engineering	42,508.20
	Total	$382,573.00

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. RS-A462(1)

Type Code X081
Structure (Sta. 22+02 to Sta. 24+18)

Alternate "A"

Shoring, Cribbing, Etc.	All Required		$125,000.00
Structure Excavation	40 Cu.Yd.	20.00	800.00
Special Footing Backfill	40 Cu.Yd.	20.00	800.00
Furnish Pile Driving Equipment	All Required		4,500.00
Furnish HP 10X42 Steel Piling	700 Lin.Ft.	15.00	10,500.00
Drive Steel Piles	700 Lin.Ft.	2.00	1,400.00
Structural Concrete, Class 3300 (300 cu.yd.)	All Required		90,000.00
Structural Concrete, Class 400 (135 cu.yd.)	All Required		54,000.00
4'x100'/105' Prestressed Box Beams	16 Each	11,250.00	180,000.00
4'x105'/110' Prestressed Box Beams	16 Each	11,250.00	180,000.00
Reinforcement (60,000 lbs.)	All Required		36,000.00
Two Tube Metal Rail	885 Lin.Ft.	35.00	30,975.00
Alt. "A" Subtotal			$713,975.00
Engineering			89,246.00
Total			$803,221.00

Length of Roadway . . . . . 0.442 Mile
Length of Structure . . . . . 0.041 Mile
Total Length 0.483 Mile

Cost of Roadway Per Mile. $865,549.77

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 382,573.00	$ 337,237.00	$22,668.00	$22,668.00
Structure	803,221.00	708,039.00	47,591.00	47,591.00
Total	$1,185,794.00	$1,045,276.00	$70,259.00	$70,259.00

Group 1 76%
Group 9 24%
Contract No. 9021
Prefix No. 20-8227
Prefix No. 520-1029

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. RS-A462(1)

Nonparticipating - State Work
Willamette Hwy. at Jasper/Lowell Rd. Section
Willamette Highway
Lane County

Mobilization	(30%) All Required			$ 29,400.00
Temporary Protection and Direction of Traffic	(50%) All Required			17,500.00
Temporary Signs	375 Sq.Ft.	$	10.00	5,750.00
Flagmen	500 Hour		3.00	1,500.00
Clearing and Grubbing	(90%) All Required			18,000.00
Removal of Structures and Obstructions	(50%) All Required			500.00
General Excavation	26,400 Cu.Yd.		3.21	84,744.00
Overhaul	17,225 C-Yd.Sta.		0.50	8,612.50
Trench Excavation	158 Cu.Yd.		10.00	1,580.00
Finishing Roadbed and Slopes	(80%) All Required			13,600.00
Watering	80 M-Gal.		5.00	400.00
3/4" - 0 Aggregate Base	360 Ton		8.00	2,880.00
1-1/2" - 0 Aggregate Base	2,510 Ton		8.00	20,080.00
Class "B" Asphalt Concrete Mixture	950 Ton		14.16	13,452.00
Asphalt Cement in Mixture	60 Ton		135.00	8,100.00
24-inch Culvert Pipe	174 Lin.Ft.		35.00	6,090.00
36-inch Culvert Pipe	14 Lin.Ft.		75.00	1,050.00
Extra for Pipe Under Pavement	74 Lin.Ft.		25.00	1,850.00
Guard Rail, Type 2A	2,075 Lin.Ft.		10.60	21,995.00
Loose Riprap, Class 100	14 Ton		30.00	420.00
Delineators	42 Each		18.00	756.00
Roadside Seeding and Mulching	2 Acre		500.00	1,000.00
				$257,259.50

9021

October 12, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. RS-A462(1)
LGA Consultant Agreement
Dexter Reservoir Bridge Section
Jasper-Lowell Road, FAS A462
Lane County & OBEC

Attached for your consideration are two conformed copies of a local government Consultant Agreement for construction engineering services to be furnished to Lane County by Oregon Bridge Engineering Company for subject project.

A pre-award audit evaluation has been performed and the suggested revisions in the Staff Auditor's attached report have been incorporated.

We request your approval now of the Consultant Agreement, authorization to proceed with the work by consultant and the return of one approved copy of the agreement for our files.

MCH:pf
Attachment

cc: Cliff Laux
Jack Ayres, Region 3

1021

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 2878

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: September 20, 1979

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
OBEC/Lane County
Dexter Reservoir Bridge

Introduction

D. B. Swan requested our review of the subject proposal by 10M dated September 6. OBEC (Oregon Bridge Engineering Co.) is to provide the County with construction engineering services on an actual-cost-plus-fixed fee basis not to exceed $67,500.

Scope of Review

My audit survey file and numerous site audits of earlier projects justify a desk review. Consultant maintains an accounting system and internal controls which segregate on a job-cost basis charges that are allocable, allowable and properly documented.

Results of Review

Consultant selection process: County has an annual agreement of long standing with Consultant for such engineering services. OBEC had done the preliminary engineering on subject project (without federal participation), so this proposal is a logical continuation.

Exhibit "A" is the "Analysis of Fee...":

Page 1 - Overhead cost @ 92.7% of $26,800 = $24,844
Sub-total labor becomes 51,644

Direct non-salary cost "i" appears to be the $500 Diving Equipment charge from Page 2. If so, should there be an additional $600 for Equipment Rental shown on Page 3?

"Total Estimate" should read either $65,944 or $66,544. "Not to Exceed" may not be rounded to an arbitrary 10% of estimated construction cost. It should read either $66,000 or $66,600, again depending upon the status of $600 Equipment Rental.

Payment section should show the appropriate revised figures.

Opinion

I am returning the proposal to Project Management (Mainor Holmes) for correction and clarification as detailed above. Upon receipt of a revised copy I will prepare for your signature a recommendation for approval.

APPROVED
V. E. Skoog, Controller
Oregon State Highway Division

RECEIVED
SEP 20 1979
HIGHWAY ACCOUNTING

DWJ:njc
cc: Mainor Holmes

Contains Recycled Materials
81-125-1387

SP*75883-125

9021

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1979

In Reply Refer to
File No.:

George Price
Acting Director
Lane County Public Works Department
3040 North Delta Highway
Eugene, Oregon 97401

Dear George:

I am writing in response to our telephone conversation of this date and the letter of August 24, regarding the satisfactory bid received from Holst Construction Company, for the Dexter Lake South Bridge Section of FAS-A462.

The County's advance deposit required is $71,000.00, which must be received prior to award of contract.

Pursuant to the agreement between the Association of Oregon Counties and the State, Lane County shall receive an advancement against future allocations to cover the cost of the project.

Very truly yours,

Donald N. Harwell
County-City Engineer
Project Management Section
Oregon State Highway Division

DNH:pf

cc: Jack Ayres

LANE COUNTY
FILE
FAS-A462

Form 734-3122

9021

August 24, 1979

Lane County Public Works Department
3040 North Delta Highway
Eugene, Oregon 97401

Attn: George Prien
Acting Director of Public Works

Gentlemen:

On August 23, 1979 a satisfactory bid was received from Kalen Construction Company, P.O. Box 1048, Oakridge, Oregon 97463 for the Dexter Lake South Bridge Section, BAS-AA62. The County's advance deposit based on the anticipated construction cost of their share of the bid is as follows:

Bid Items	$1,050,719.00
Permanent Pavement Striping	$ 1,600.00
Temporary Erosion Control	100.00
State's Responsibility for damages	1,200.00
4 1/2% Contingencies	47,426.39
6% Engineering	64,313.38
ESTIMATED TOTAL COST	$1,165,650.77

1,043,301

County's Advance Deposit:
6% of $1,165,650.77 = $71,139.39 or say $71,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 14, 1979.

Please make your check for $71,000.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operations Programming Engineer

DESwpf

bcc w/AD # 678: Region 3 Federal Aid Specialist Jack Ayres
Vern Skoog - Please return completed AD # 678 when check is received.

Section DEXTER LAKE S.BR & WILLAMETTE HWY, J/L R/ Programming Estimate $ _____

Highway FAS A 462 & Willamette Hwy. Project Length _____

County Lane Completion Time _____

Kind of Work Grade Pave & Structures Est. Comp. Date _____

Prefix - Letting Date 8/23/79 Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		A 1,205,049.25 $B 1,172,054.25
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1600	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching		$ 3200
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages	1500	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		
Subtotal		A 1,208,249.25 $B 1,175,254.25
Contingencies (4-1/2%)		A 54,371.22 B 52,886.39
Engineering (8, ~~9, 10~~%)		A 96,659.94 B 94,020.14
~~Subtotal~~		$
~~Contingencies~~ _____		
Estimated Net Authorization, Construction		$A 1,359,280.41 B 1,322,161.03

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — Sheet 1 of _____

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date _____

Section Dexter Lake S. Bridge and Willamette Hwy @ Jasper/Dexter Rd — County _____

Kind Of Work _____ Length _____ Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		95,000
	Temporary Protection and Direction of Traffic		All	All		3000-
	Temporary Signs		Sq Ft	470	5 75	2702 50
	Temporary Barricades		Each	4	50-	200
	Flagmen		Hr	1000	20-	20,000
	Roadwork					
	Clearing and Grubbing		All	All		10000-
	Removal of Structures and Obstructions		All	All		6000-
	General Excavation		Cu Yd	30950	4 50	139,275
	Embankment in Place		Cu Yd	11,940	7 50	89,550
	Overhaul		C-Yd-Sta	17630	0 60	10,578
	Trench Excavation		Cu Yd	158	10-	1580
	Finishing Roadbed and Slopes		All	All		2500-
	Watering		M-Gal	120	10-	1200
	3/4"-0 Aggregate Base		Ton	1170	9 50	11,115
	1½"-0 Aggregate Base		Ton	5800	9-	52,200
	Class "B" Asphalt Concrete Mixture		Ton	3200	18 50	59,200
	Asphalt Cement in Mixture		Ton	210	120-	25,200
	24-inch Culvert Pipe		Lin Ft	174	18-	3132
	36-inch Culvert Pipe		Lin Ft	14	40 50	567
	Extra for Pipe Under Pavement		Lin Ft	74	10-	740
	Guard Rail, Type 2A		Lin Ft	4468	11-	49148
	Guard Rail, Type 2		Lin Ft	200	25-	5000

OREGON STATE HIGHWAY DIVISION — Sheet 3 of 4

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section — County

Kind Of Work — Length — Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alternate "A"					
	Shoring, Cribbing, Etc.		All	All		32 500 ~~30,000~~
	Structure Excavation		C.Yd.	40	16 ~~15~~	640 ~~600~~
	Special Footing Backfill		C.Yd.	40	11 ~~10~~	440 ~~400~~
	Furnish Pile Driving Equipment		All	All		4300 ~~4,000~~
	Furnish HP 10x42 Steel Piling		Lin. Ft.	700	13 ~~12~~	9100 ~~8400~~
	Drive Steel Piles		Lin. Ft.	700	1	700
	Structural Concrete, Class 3300 (300 @ ~~260~~ 280)		All	All		84000 ~~78,000~~
	Structural Concrete, Class 4000 (135 @ ~~360~~ 325)		All	All		43875 ~~40,000~~
	4'x 100'/105' Prestressed Box Beams		Each	16	11 300 ~~10,500~~	180,800 ~~168,000~~
	4'x 105'/110' Prestressed Box Beams		Each	16	11,366 ~~10,500~~	180,806 ~~168,000~~
	Reinforcement (60,000 @ ~~55~~ 60)		All	All		36000 ~~33,000~~
	Two Tube Metal Rail		Lin. Ft.	885	40 ~~35~~	35400 ~~30975~~
	Alternate "B"					
	Structure Excavation		C.Yd.	40	16 ~~15~~	640 ~~600~~
	Special Footing Backfill		C.Yd.	40	11 ~~10~~	446 ~~400~~
	Furnish Pile Driving Equipment		All	All		4300 ~~4000~~
	Furnish 24-inch Prestressed Concrete Piles		Lin. Ft.	702	27 ~~25~~	18954 ~~17554~~
	Furnish HP 10x42 Steel Piling		Lin. Ft.	700	13 ~~12~~	9100 ~~8400~~
	Drive Prestressed Concrete Piles		Lin. Ft.	702	13 ~~12~~	9126 ~~8424~~
	Drive Steel Piles		Lin. Ft.	700	1	700
	Drilled Pile Holes		Each	18	2150 ~~2000~~	38700 ~~36000~~
	Structural Concrete, Class 3300 (300 @ ~~280~~ 260)		All	All		84000 ~~78000~~

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 4
Date

Section County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail Anchors, Type 1		Each	3	300-	900
	Rail End Acces, Type C		Each	3	140-	420
	Rail End Acces, End Shoes		Each	4	66-	264
	Loose Riprap, Class 100		Ton	14	15-	210
	Delineators		Each	42	20-	840
	Salvaging Guard Rail		Lin Ft	2213	1 75	3872 75
	Roadside Seeding and Mulching		Acre	3	700-	2100
						(596,490 25)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 4 of 4
Date
County
Section
Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	4'x100'/105' Prestressed Box Beams		Each	16	11,300 ~~10,500~~	180,800 ~~168,000~~
	4'x105'/110' Prestressed Box Beams		Each	16	11,300 ~~10,500~~	180,800 ~~168,000~~
	Reinforcement (25,200 1600 ~~1350~~)		All	All		12600 ~~11,340~~
	Two Tube Metal Railing		Lin Ft	585	~~40~~ 35	35400 ~~30,975~~

OREGON STATE HIGHWAY DIVISION — Sheet 1 of _____

SUMMARY—BID SCHEDULE—COST ESTIMATE — Date _____

Section Dexter Lake S. Bridge and Willamette Hwy @ Jasper/Dexter Rd County _____

Kind Of Work _____ Length _____ Name Day

No	Item	Code	Unit	Quant.	SEPERATION OF QUAN. County	State
	Mobilization		All	All	70%	30%
	Temporary Protection and Direction of Traffic		All	All	50%	50%
	Temporary Signs	630	Sq Ft	470	95	375
	Temporary Barricades	810	Each	4	4	
	Flagmen		Hr	1000	500	500
	Roadwork					
	Clearing and Grubbing	5000	All	All	10%	90%
	Removal of Structures and Obstructions	3000	All	All	50%	50%
	General Excavation	3	Cu Yd	30950	4550	26400
	Embankment in Place	4	Cu Yd	11,940	11940	
	Overhaul	10	C-Yd-Sta	17630	405	17225
	Trench Excavation	3	Cu Yd	158		158
	Finishing Roadbed and Slopes	2500	All	All	20%	80%
	Watering	8	M-Gal	120	40	80
	3/4"-0 Aggregate Base	7	Ton	1170	810	360
	1½"-0 Aggregate Base	8	Ton	5800	3290	2510
	Class "B" Asphalt Concrete Mixture	10	Ton	3200	2250	950
	Asphalt Cement in Mixture	10	Ton	210	150	60
	24-inch Culvert Pipe	25	LinFt	174		174
	36-inch Culvert Pipe	25	LinFt	14		14
	Extra for Pipe Under Pavement	10	LinFt	74		74
	Guard Rail, Type 2A	330	LinFt	4468	2393	2075
	Guard Rail, Type 2	10	LinFt	200	200	

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date
County
Section
Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost County	Total State
	Guard Rail Anchors, Type 1	150	Each	3	3	
	Rail End Acces, Type C	130	Each	3	3	
	Rail End Acces, End Shoes	100	Each	4	4	
	Loose Riprap, Class 100	15	Ton	14		
	Delineators	8	Each	42		42
	Salvaging Guard Rail	5	Lin Ft	2213	2213	
	Roadside Seeding and Mulching	200	Acre	3	1	2

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 4

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost County	Total State
	STRUCTURE					
	Alternate "A"					
	Shoring, Cribbing, Etc.		All	All	All	
	Structure Excavation		Co Yd	40		
	Special Footing Backfill		Co Yd	40		
	Furnish Pile Driving Equipment		All	All		
	Furnish HP 10x42 Steel Piling		Lin Ft	700		
	Drive Steel Piles		Lin Ft	700		
	Structural Concrete, Class 3300		All	All		
	Structural Concrete, Class 4000		All	All		
	4'x 100'/105' Prestressed Box Beams		Each	16		
	4'x 105'/110' Prestressed Box Beams		Each	16		
	Reinforcement		All	All		
	Two Tube Metal Rail		Lin Ft	885	5x5	
	Alternate "B"					
	Structure Excavation		C.Y.	40	40	
	Special Footing Backfill		Co Yd	40		
	Furnish Pile Driving Equipment		All	All		
	Furnish 24" Prestressed Concrete Piling		Lin Ft	702		
	Furnish HP 10x42 Steel Piling		Lin Ft	700		
	Drive Prestressed Concrete Piles		Lin Ft	702		
	Drive Steel Piles		Lin Ft	700		
	Drilled Pile Holes		Each	18		
	Structural Concrete, Class 3300		All	All	All	

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 21

Date

Section County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total County	Total State
	4'x100'/105' Prestressed Box Beams		Each	16	16		
	4'x105'/110' Prestressed Box Beams		Each	16	16		
	Reinforcement		All	All	All		
	Two Tube Metal Railing		Lin Ft	585	85		

902

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A462(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90254

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	8-1-79	Secondary A462	County Road

GENERAL LOCATION:
Dexter Lake South Bridge Section

GENERAL DESCRIPTION OF WORK:
Authorization to Advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated July 24, 1979, that provisions of FHPM 7-3-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Section DEXTER LAKE S.BR - WILLAMETTE HWY J/L R/ Programming Estimate $ _____

Highway FAS A 462 @ Willamette Project Length _____

County Lane Completion Time _____

Kind of Work Grade, Pave & Structures Est. Comp. Date _____

Prefix - Letting Date 5/13/80 Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

A 1,159,625
ntract Amount . . . . . $B 1,033,825

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 7-31-79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 3
FHWA	Photography	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Local Programs

COMMENTS: Please inform the county

SP*70662-734

Form 731-0022 (7/75)

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Subtotal A 1,162,269 75
$B 1,037,083 25

Contingencies (4-1/2%) . . . . . A 52,302 12
B 46,688 58
C 92,981 48
D 82,966

Engineering (8, ~~9, 10~~%) . . . . . Subtotal $

~~Credit for~~ _____ . . . . . _____

Estimated Net Authorization, Construction $A-1,307,552 91
B-1,166,718 66

APPROVED

"A" "B"
County Advance deposit 67% of 1,307,557 or 1,166,718

"A" #78453 "B" 70,003

_____
Road Design Engineer

88% —— 1,150,650

Section DEXTER LAKE S.BR & WILLAMETTE HWY : 1/LRD Programming Estimate $ _____

Highway FAS A 462 & Willamette Project Length _____

County Lane Completion Time _____

Kind of Work Grade Pav Structures Est. Comp. Date _____

Prefix - Letting Date 5/3/77 Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . A 1,159,069 25 / $B 1,033,887 25

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1600	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		$ 3200
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages	1500	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		
Subtotal		A 1,162,269 25 / $B 1,037,083 25
Contingencies (4-1/2%)		A 52,302 12 / B 46,668 75 / A 92,081 46 / B 82,966
Engineering (8, ~~9~~ 10%)		
~~Credit for~~ _____		
Estimated Net Authorization, Construction		$A-1,307,552 91 / B-1,166,718 66

APPROVED

County Advance deposit 6% of 1,307,557 on "A" 1,166,718

"A" #78453 "B" #70,003

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____
Date _____

Section Dexter Lake S. Bridge and Willamette Hwy @ Jasper/Dexter Rd County _____

Kind Of Work _____ Length _____ Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		95.000
	Temporary Protection and Direction of Traffic		All	All		3000-
	Temporary Signs		Sq Ft	470	5 75	2702 50
	Temporary Barricades		Each	4	50-	200
	Flagmen		Hr	1000	20-	20.000
	Roadwork					
	Clearing and Grubbing		All	All		10000-
	Removal of Structures and Obstructions		All	All		6000-
	General Excavation		Cu Yd	30950	1 15 0	139,27[illegible]
	Embankment in Place		Cu Yd.	11,940	7 50	89 55[illegible]
	Overhaul		C-Yd. Sta	17630	0 60	10,57[illegible]
	Trench Excavation		Cu Yd	158	10-	[illegible]
	Finishing Roadbed and Slopes		All	All		2500-
	Watering		M-Gal	120	10-	1200
	3/4"-0 Aggregate Base		Ton	1170	9 50	11,115
	1 1/2"-0 Aggregate Base		Ton	5800	9-	52,200
	Class "B" Asphalt Concrete Mixture		Ton	3200	18 50	59,200
	Asphalt Cement in Mixture		Ton	210	120-	25,200
	24-inch Culvert Pipe		Lin Ft	174	18-	3132
	36-inch Culvert Pipe		Lin Ft	14	40 50	567
	Extra for Pipe Under Pavement		Lin Ft	74	10-	740
	Guard Rail, Type 2A		Lin Ft	4468	11-	49148
	Guard Rail, Type 2		Lin Ft	200	25-	5000

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 4
SUMMARY--BID SCHEDULE--COST ESTIMATE — Date

Section — County

Kind Of Work — Length — Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail Anchors, Type I		Each	3	300-	900
	Rail End Acces, Type C		Each	3	140-	420
	Rail End Acces, End Shoes		Each	4	66-	264
	Loose Riprap, Class 100		Ton	14	15-	210
	Delineators		Each.	42	20-	840
	Salvaging Guard Rail		Lin Ft	2213	1 75	3872
	Roadside Seeding and Mulching		Acre	3	700-	2100
						(50,494

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 4
Date
County
Section
Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alternate "A"					
	Shoring, Cribbing, Etc.		All	All		30,000
	Structure Excavation		Cu Yd	40	15	600
	Special Footing Backfill		Cu Yd	40	10	400
	Furnish Pile Driving Equipment		All	All		4,000
	Furnish HP 10x42 Steel Piling		Lin Ft	700	12	8400
	Drive Steel Piles		Lin Ft	700	1	700
	Structural Concrete, Class 3300 (300 @ 260)		All	All		78,000
	Structural Concrete, Class 4000 (135 @ 300		All	All		40500
	4'x 100'/105' Prestressed Box Beams		Each	16	10,500	168,000
	4'x 105'/110' Prestressed Box Beams		Each	16	10,500	168,000
	Reinforcement (60,000 @ .55)		All	All		33,000
	Two Tube Metal Rail		Lin Ft	885	35	30975
	Alternate "B"					
	Structure Excavation		Cu Yd	40	15	600
	Special Footing Backfill		Cu Yd	40	10	400
	Furnish Pile Driving Equipment		All	All		4000
	Furnish 24-inch Prestressed Concrete Piles		Lin Ft	702	25	17550
	Furnish HP 10x42 Steel Piling		Lin Ft	700	12	8400
	Drive Prestressed Concrete Piles		Lin Ft	702	12	8424
	Drive Steel Piles		Lin Ft	700	1	700
	Drilled Pile Holes		Each	18	2000	36,000
	Structural Concrete, Class 3500 (3000 @		All	All		78000

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 4 of 4

Date

Section County

Kind Of Work Length Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	4'x100'/105' Prestressed Box Beams		Each	16	10,500	168,000
	4'x105'/110' Prestressed Box Beams		Each	16	10,500	168,000
	Reinforcement 125,200 lbs @ 0.45)		Lb	All		
	Two Tube Metal Railing		Lin Ft	585	35	30,975

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 31, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-A462(-)
Dexter Lake South Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

The PR-1 indicated an original clearance on the bridge of 30'8". Our letter of June 4, approved a 32' roadway and this 30'8" width is considered acceptable in view of the structure on the causeway just north, the stopped condition of the traffic, and low traffic speeds.

Please proceed with the PS&E for this project.

For G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
AUG 1'79
REFER TO
FOR
Info | Lowes | R/W | D/B | Spec | Act | File

1021

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-23-79

FEDERAL AID PROJECT NO. RS-A462(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM NO.

ITEM NO. 90254

PROGRAM STAGE (Check) 1. ☐ 2. RECEIVED STATE HWY ENGR JUL 26'79

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

REFER TO FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-23-79	7-23-79	Secondary A462	County Road

GENERAL LOCATION:
Dexter Lake South Bridge Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, High Type Pavement and One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☑ OTHER (Specify) Utility Adjustments

REMARKS

As requested in Mr. Swan's July 12, 1979 letter, you are authorized to proceed, subject to the 32 foot horizontal clearance as approved by my letter of June 4, 1979, as requested by OSHD letter of May 25, 1979 and Lane County letter of May 14, 1979, with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $920,000 - Federal Funds $810,980 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that our proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-79	D. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9021

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90254
Project No. RS-A462(1)
Dexter Lake South Bridge Section
Lane County

Attached support data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on August 23, 1979.

This project will be combined under one contract with a State channelization project "Willamette Hwy. @ Jasper/Lowell Rd. Section".

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $920,000 with obligation of $810,980 in Federal funds.

JLG:dmc
Attachments
cc: A. Shirley, Jr., (Reg. 3)
[redacted]

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

July 12, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 — Co. Rd., Lowell SCL, S 0.44 mi. — 65	ADT	PRESENT 1,700 DHV 200	FUTURE YEAR --- (66)(70)(71)(72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 — Gr., Dr., H.T. Pave, One Bridge — 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 — RS- 23	NUMBER A462 7
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Lane			
	NAME OF URBAN AREA 17-31 ---						ROUTE NO. S	FEDERAL-AID A462 (32)	STATE Co. Rd.* (36)(37)	U --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI *(Full description)* (54-59)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (60-66)	FEDERAL FUNDS 88.15% (67-70)	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42								
5					PE							
5					ROW							
5					CONST (CODE) 6201 X081		"Dexter Lake South Bridge Sec."	0.44	920,000	810,980	54,510	54,510
								0.44	920,000	810,980	54,510	54,510

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	10-13-78	(16) (23)(24) (33)

REMARKS

*Jasper-Lowell Rd.

0208227

-ove

Budget Bureau No. 41-R2067; Approval Expires February 28, 1980

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 12, 1979

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
o. Rd., Lowell SCL, S 0.44 mi.	ADT	1,700 DHV 200	---		10	Oregon	41	075	90254

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave, One Bridge								RS-	A462	(1)		

OE	COUNTY NAME	CODE	PROGRAM STAGE
	Lane	039	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	A462	Co. Rd.*	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								Adj. util. as req.
ROW								
CONST (CODE) 6201 X081		"Dexter Lake South Bridge Sec."	0.44	920,000	810,980	54,510	54,510	ROW-150' normal; Access Control-none; Parking Restrictions-none.
Y	JLG	PROJECT TOTALS	0.44	920,000	810,980	54,510	54,510	

PROVAL DATES 10-13-78

REMARKS

*Jasper-Lowell Rd.

-over-

USCOMM DUSCOMM-DC 48909-P6

Dexter Lake South Bridge Section
Project No. RS-A462(1)

Existing Facility:
Roadway - Two 10-ft. bit. surf. travelways with 2-ft. shoulders.
Structure - 1) South bridge (Br. 19-1W-23), wood beams and stringers on concrete & steel piling covered by 11-panel Howe tress house, L 431' (165' covered); HC 24'.
2) North bridge (Br. 19-1W-23B); RC slab span; L 216'; HC 30'-8".

Adjacent Sections:
N. End - Section roadway under existing facility.
S. End - Jct. with SR 58.

Project Data: The work consists of construct on improved alignment, one prestressed concrete box beam bridge (Br. No. 6649A) 420 feet long with horizontal clearance of 30 ft. 8 in. Grade, drain and high-type pave to accommodate two 12-ft. lanes with 4-ft. shoulders. Adjust utilities as required and perform incidental work common to this type of project.

System Action, Airports, Railroads: None involved.

Water Developments: Dexter Reservoir under Corps of Engineers.

Historical: Existing Lowell Covered Bridge.

Recreational: Dexter Reservoir

FHPM 7-7-2 Requirements: Final Negative Declaration concurred in by FHWA on June 29, 1979.

FHPM 4-1-4 Requirements: A-95 review exempt under working agreements.

FHPM 7-7-5 Requir
a) Public Hearing
b) Location/Desig

Accommodation of
para. 6d(1) of PP

Maintenance: A S
Title 23 USC was

NOTE: 1) This pr
2) On-the-
7-7-(2)
stage a
3) Include
4) This pr
project
traffic

Data for PR-37:

Roadway (Type Cod
Structure (Type C
Est. Tota

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216';

gnment,
feet
and
ulders.
on to

s.

d in

reements.

FHPM 7-7-5 Requirements:
a) Public Hearings - None required under Oregon Action Plan.
b) Location/Design - Granted upon acceptance of FND.

Accommodation of Utilities: A State-County agreement complying with para. 6d(1) of PPM 30-4.1 was executed January 4, 1979.

Maintenance: A State-County agreement complying with Section 116, Title 23 USC was executed January 4, 1979.

NOTE: 1) This project is in Congressional District No. 4.
2) On-the-job trainees, as set forth in FHWA Order Interim 7-7-(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
3) Included in 2/22/78 6 YR HIP on page 43.
4) This project to be combined in same contract with State project that provides for left turn lane for eastbound traffic on SR 58 (Willamette Hwy.).

Data for PR-37:

Roadway (Type Code 6201)	$316,000
Structure (Type Code X081)	604,000
Est. Total Cost	$920,000

FINAL NEGATIVE DECLARATION

DEXTER LAKE SOUTH BRIDGE

JASPER-LOWELL ROAD

LANE COUNTY, OREGON

OREGON DEPARTMENT OF TRANSPORTATION

and

FEDERAL HIGHWAY ADMINISTRATION

FOREWORD

In accordance with the guidelines of the Federal-Aid Highway Program Manual, no public hearing was held for this project.

On May 3, 1979 the draft negative declaration was circulated to concerned local agencies and on May 8, 1979 legal notices appeared in the area's two local newspapers advertising the availability of the draft negative declaration for review and comment.

There have been no comments received either from the public or local staff agencies regarding the draft negative declaration during the 30-day response period. Therefore, the preferred alternative (F-4) has been selected for this project.

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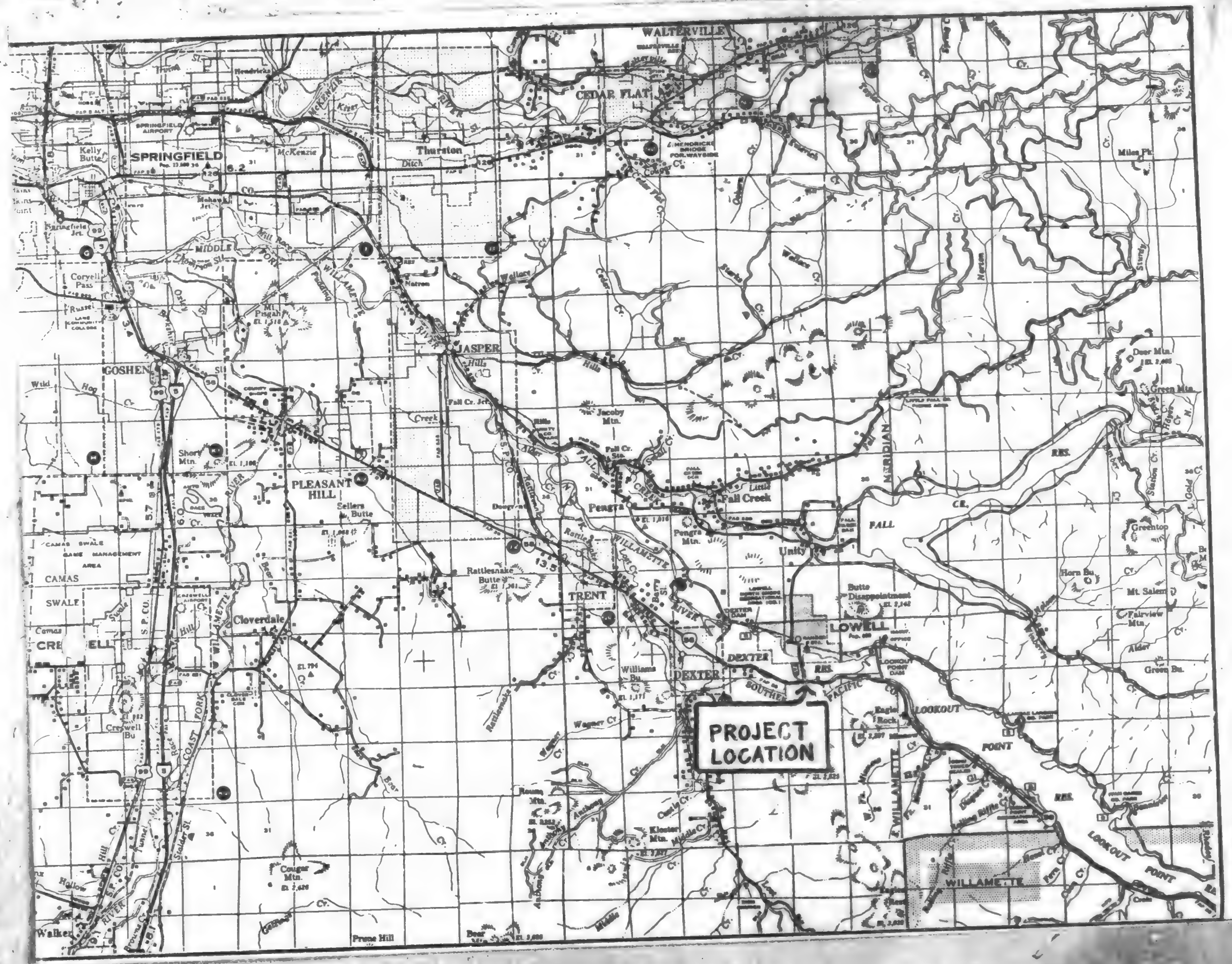
FINAL NEGATIVE DECLARATION

Dexter Lake South Bridge
Federal-Aid Secondary Project
Jasper-Lowell Road
Lane County, Oregon

LOCATION AND PURPOSE OF PROJECT

Dexter Lake South Bridge is located immediately north of State Highway 58 (Willamette Highway) on the Jasper-Lowell Road approaching Lowell, in Lane County, Oregon. The bridge is well known because of the wood cover which houses approximately 40% of its length. The proposed project would provide an additional or replacement structure to replace, as a route for travel, this structurally deficient and deteriorating covered bridge. It would also improve safety at the adjacent Highway 58 intersection by providing a left-turn refuge on Highway 58.

Dexter Lake is a reservoir formed by damming the Middle Fork of the Willamette River. Located approximately 20 miles southeast of Eugene, it is a popular recreation spot for central Lane County, and the causeway and bridges on the Jasper-Lowell Road provide access from Highway 58 to parks on the north side of the lake. In addition, this route serves as the major entrance to the City of Lowell, and as access to the Fall Creek, Jasper, and Springfield areas.


WALTERVILLE
CEDAR FLAT
SPRINGFIELD
Kelly Butte
Thurston
McKenzie
MIDDLE FORK
WILLAMETTE
RIVER
Coryell Pass
Mt. Pisgah
JASPER
GOSHEN
Short Mtn.
PLEASANT HILL
Sellers Butte
Rattlesnake Butte
TRENT
Cloverdale
CAMAS SWALE
SWALE
Creswell Bu
Cougar Mtn.
Prune Hill
Walker
Jacoby Mtn.
Fall Creek
Little Fall Creek
Pengra
Pengra Mtn.
Unity
DEXTER
LOWELL
Butte Disappointment
Williams Bu
Rattlesnake
Wagner Ct.
Rooms Mtn.
Kloster Mtn.
Deer Mtn.
Green Mtn.
Greentop
Mt. Salem
Fairview Mtn.
Alder
Horn Bu.
Green Bu.
Miles Pk.
Eagle Rock
LOOKOUT POINT
WILLAMETTE
PACIFIC
SOUTHERN
PROJECT LOCATION

Lake width at the crossing is approximately 2100 feet. The causeway supporting Jasper-Lowell Road is earth filled and rock faced, and is interrupted about midway by a 200-foot overflow channel bridge, and about 100 feet north of Highway 58 by the subject bridge which is 431 feet long and spans the old main river channel.

The present Dexter Lake South Bridge and cover were constructed by Lane County in 1945 to afford access to the City of Lowell across the Middle Fork Willamette River. The wood house over the bridge is an eleven-panel Howe truss structure with a span length of 165 feet. An inside width of 24 feet makes this bridge reportedly the widest covered bridge in the western United States. In 1953, the bridge was raised six feet to allow for subsequent filling of Dexter Reservoir in 1955.

Presently, an average of about 1700 vehicles use the South Bridge each day. The structure has received extensive repairs in the last few years in an attempt to prolong its life under this traffic volume which includes a large percentage of logging trucks. Reinforced piling had to be installed to support the span in 1965. In recent years, major repairs have been necessary for its truss, beams and stringers, and additional steel piles were required under six of the ten floor beams. Despite this work, several of the piles are insubstantially supported on the lake bottom. At the present time, the

N

APPROX. SCALE:
1" = 1000'

LOWELL

MAIN ST.

Fall Cr.

JASPER-LOWELL RD.

W. BOUNDARY RD.

LAKE

DEXTER

← Eugene

Oakridge →

15 14
24 23

19 13

LOWELL COVERED BRIDGE

HWY 58

HWY. 58

SOUTHERN PACIFIC R.R.

NOISY CR.

T. 19 S. R. 1 W.

2a

superstructure has rot in the floor beams and stringers, and minor portal damage to the bridge houses. Lane County has spent in excess of $25,000 maintaining the structure since 1971.

With a 32-ton load limit the bridge is inadequate to carry existing truck loadings, and with a 23-foot roadway width it is also too narrow to safely accommodate two-way traffic by large vehicles. A change in State regulations in 1976, raising the legal load limit from 38 tons to 40 tons, has hastened the need for bridge replacement. Despite potential safety problems, there has been no significant history of reported traffic accidents at the bridge. However, in October, 1978 the bridge was closed for six days to repair damage caused by a truck which struck the bridge house. Cost of repair was approximately $9,000.

Traffic over the bridge in future years will be primarily related to area population growth, logging activity, and area park development and use. It is expected that these factors will produce a significant increase in traffic over the next 20 years.

The covered bridge and associated causeway is the only public crossing of the Middle Fork Willamette River between the Springfield-Creswell Highway on the west and near Oakridge on the east, a distance of over 25 miles. In addition, there is

only a gravel road, unsuitable for high speed travel, east of Lowell on the north side of the reservoir. The bridge is therefore important for all trips between the Lowell-Fall Creek area and Oakridge. Replacement of the bridge as a route of travel is essential to the future viability of the area.

A new facility would be designed to carry maximum legal loads, and would be of adequate width to permit the safe passage of the many large vehicles which use this route.

To serve the heavy turning movement of traffic coming from the Eugene-Springfield area to the west and heading north to or through Lowell, this project would also include minor widening of Highway 58 and the provision of a left-turn refuge at the intersection with Jasper-Lowell Road.

EXISTING ENVIRONMENT

Dexter Lake is located at river mile 18 on the Middle Fork Willamette River about 20 miles southeast of Eugene, Oregon. State Highway No. 58 (Willamette Highway) which serves as the major access from Eugene to Dexter Lake, the City of Lowell, and the community of Dexter, is also one of the major access routes to central Oregon. Dexter Lake and adjacent Lookout Point Reservoir form one of the principal units in the water resources development system for the Willamette River Basin. Dexter Lake's primary purpose is to generate power

(15,000 kW present capacity) and to regulate water releases from Lookout Point Reservoir for a more uniform downstream flow.

Due to the operation of Dexter Dam as a reregulating facility, pool elevation is quite stable. The lake is approximately 3.3 miles long and is located at the east end of a wide valley. The City of Lowell is located on the north shore, directly along the Jasper-Lowell Road, and the unincorporated community of Dexter is located on the south shore at the west end of the lake.

Natural conditions. Dexter Lake is located within a geologic and physiographic transitional area between the Willamette Valley and the western Cascades. Relief varies from alluvial flats to steep hill slopes. Many of the high buttes surrounding Dexter Lake are resistant remnants of massive plugs which outlived less durable surrounding material. The main portion of the river valley is floored by river gravels and overbank silt and sand deposits which have accumulated since the maximum extent of the last major glaciation of the high mountains to the east. While most of the landform in the project area is relatively flat riverbed now permanently inundated by the reservoir, land immediately south of Highway 58 near the project rises sharply for a hundred feet or more. This natural environment has been disturbed and modified over the years by dam,

highway, railway and housing construction, and by logging and agricultural activities.

The shore of the lake in the project area is characterized by variable slopes, steep and rock-faced in the narrow space where Highway 58 runs along the water's edge, and more gradual on the small promontory from which the Lowell Bridge extends. Around the south end of the bridge this shore is an embankment about 100 feet wide generally covered with grass and brush. Other shoreline areas of Dexter Lake have gradual, even slopes with few bays or coves.

Vegetation across Highway 58 from the South Bridge is described as disturbed second growth north slope forest having scattered small deciduous trees and brush mixed with Douglas Fir and Western Red Cedar.

Wildlife is not abundant in the project area due to its generally disturbed character, noise intrusions, and isolation of land areas by adjacent roadways. However, there are a number of animal and bird species represented if the total Dexter Lake area is considered. Among the animals included are ground squirrels, rabbits, chipmunks, skunks, beavers, nutria, mink, weasels, frogs and salamanders.

Birds found in the area include quail, grouse, pheasant, doves, turkey vultures, a small number of various

waterfowl species, and a number each of different kinds of hawks and owls.

Bald eagles are an endangered species sighted around Lookout Point Lake but not in the Dexter Lake area. As of 1975, there were known to be a small number of osprey west of Dexter Dam. Pond turtles are also considered scarce in the area but have been found below Dexter Dam. No rare or endangered species are known to reside in the project area itself.

Dexter Lake is a relatively shallow lake, averaging about 15 feet in depth in the area of the causeway. It is potentially subject to high organic productivity and eutrophication. The bottom in most areas is muddy, and in some areas underwater grasses flourish. The lake has considerable algal growth during summer months. Water from the lake is not generally of high enough quality for domestic use without treatment. However, water obtained from a depth of 20 feet or more in the main river channel is believed to be of potable quality.

As reported in the Corps of Engineers' Dexter Lake Master Plan, the State Department of Fish and Wildlife census shows that 98% of the fish in Dexter Lake are classified as rough, non-game species (suckers, squawfish and whitefish). The remaining 2% in the gamefish category are rainbow trout and bluegill. Deterioration of the resident fishery resulted from

non-treatment of Lookout Point and Dexter Lakes before creation of the reservoir. In addition, Dexter Dam has no fish ladder, thus blocking upstream movement of migratory salmonids.

Paleontological resources are apparently scant in the project area. In 1973, an archaeological and paleontological research team from the University of Oregon conducted studies in the area surrounding Dexter Lake. They found no paleontological specimens or evidences thereof.

Settlement and land use. Although the area of Lowell was settled in 1852, the first substantial community development was generated by the Corps of Engineers' construction of Lookout Point Reservoir in 1948. The Corps constructed "temporary" living quarters and provided water and sewage facilities for workers. The community became more permanent than anticipated, and was incorporated in 1954. By 1972, it had reached a population of about 600 people.

The closest development within Lowell is approximately one-half mile from the covered bridge. The rest of the nearby area is unpopulated and undeveloped, except for a tavern located on the south side of Highway 58, approximately 0.2 mile west of the bridge.

Lowell has experienced a slow rate of growth for many years. Between 1972 and 1976 the population increased by 30

persons, for a 1.25% rate of growth each year. A major reason for this low growth rate is the extremely limited amount of local employment. Aside from a few jobs provided by the Forest Service, local schools and service facilities, people work outside the community. It is estimated that at least 40% of the work force commutes to the Eugene-Springfield area, and is thus very dependent on area-wide transportation facilities. In addition, the vast majority of trips by Lowell residents for shopping, professional services and other activities are oriented to the Eugene-Springfield area. In a 1969 community attitude survey, 95% of Lowell residents surveyed satisfied their shopping needs in Eugene or Springfield (Lowell Preliminary Plan, 1970). While the Jasper-Lowell Road north from Lowell is an alternate route from Lowell to Springfield, the bridge crossing and Highway 58 is still the quickest, most convenient and most heavily depended upon route for these trips.

Economic forecasts from the Lowell Comprehensive Plan indicate that Eugene-Springfield will be increasingly important as an employment center for the community. According to the Plan, Lowell residents picture their city as a "bedroom community" of Eugene-Springfield.

Additional major contributors to traffic on area roads and the subject bridge are nearby regional parks. Most important attractors are Lane County's Dexter Park, Lowell Park, and parks

in the Fall Creek area northeast of the City. The State of Oregon is currently making preparations for the development of an extensive park below the Dexter Dam and the Corps of Engineers has also planned major park developments surrounding Dexter Lake. All agencies envision the need for major park expansion in the area to accommodate a growing regional population.

A third major land use which makes a very significant contribution to area traffic is timber harvesting. Highway 58 is a major log haul road, and the Jasper-Lowell Road serves trucks hauling out of the Fall Creek area as well as trucks hauling logs from the Oakridge area to mills north of Lowell.

Because both the sources of and markets for logs vary, the frequency of log truck use of the Lowell covered bridge also varies. However, on the average, it is estimated that 90-100 log truck trips per day are made over the bridge, one-half of them loaded. With a load limit eight tons less than the State's legal maximum, the bridge can create a significant restriction in the transportation system for the wood products industry. Trucks must carry a lighter load than they ordinarily would or take longer alternate routes to their destinations.

While future growth of the local community is not expected to be as rapid as Lane County's average growth, a

projected 1.5% annual growth rate would result in 850 residents in Lowell 20 years hence. While the timber industry future is uncertain, the increased local population plus the greater recreational development of the area and overall county growth is expected to increase traffic on Jasper-Lowell Road from the current 1,700 to about 2,600 trips per day in 20 years.

Although Lowell is a fairly quiet town, the broad expanse of water nearby allows the transmission of traffic noise from Highway 58 over a wide area. This almost constant noise level from cars and trucks detracts from the otherwise quiet character of the lake. Traffic noise is however the only significant noise source in the area.

Air quality in the Dexter Lake area is usually good. Area traffic is sufficiently dispersed, and local stationary sources are small and few in number, resulting in a low level of locally produced air contaminants. However, in the summer months, northerly prevailing winds sometimes force urban air pollutants as well as field and/or slash burning smoke into this small valley where it is trapped by the surrounding hills. While the Dexter Lake area is not part of the Eugene-Springfield Air Quality Maintenance Area, as defined by the Department of Environmental Quality, it is on the fringes of this area, and thereby receives some of its influences.

The project vicinity is included within the Lower Middle Fork Planning Subarea of the County General Plan. It is designated in the Plan as a natural resource timber area. Existing zoning is compatible with this designation.

Since the Willamette River Greenway extends only as far east as Dexter Dam, there is no direct Greenway involvement with this project.

Regarding the potential for archaeological resource impacts, an archaeological reconnaissance of the Dexter Lake Area was conducted in 1948 and again in 1973. During the more recent study, undertaken by a team from the University of Oregon, evidences of prehistoric uses of the land were discovered. The locations of five known archaeological sites are reported in the Dexter Lake Master Plan. No sites have been found in the vicinity of the covered bridge however.

Historic Setting. See historic finding of effect, pg. 40.

PROJECT ALTERNATIVES

Identified below is a range of alternatives for improved access across Dexter Lake. Alternatives differ in degree of feasibility given environmental and economic constraints. However, an attempt has been made to present and consider a full range of technically possible alternatives so that the actual feasibility of each can be explored.

The alternative advanced for design approval is F-4; it is described in detail on pages 25-29. This alternative is the most feasible to Lane County. The description and discussion of environmental impacts is presented in greater detail than for the alternatives which appear technically possible but patently less feasible for economic, environmental or other reasons.

Alternative A. Under this alternative the existing structure would be rehabilitated and strengthened to continue its useful life for another 15 to 20 years. Such strengthening would require the installation of steel piling under all of the floor beams in order to allow the bridge to carry State maximum legal loads. In addition, the entire deck and many structural members would need to be replaced. Finally, the covering would be repaired as needed and painted. In order to accomplish this work the lake crossing would have to be totally closed for a period of 8 to 10 weeks.

The estimated cost of these improvements is $229,000. In addition, serious economic and other impacts to the Lowell area would occur because of the bridge closure, affecting mail service, access to schools, various emergency services and the timber industry. Total economic impact of closure is estimated to be in excess of $50,000 per month.

Amortizing the bridge improvements over a 20-year life results in an $11,500 annualized cost plus $2,000 yearly for maintenance.

This alternative would require the least change to the physical environment and appearance of the area since no new structure would be built. However, the existing major safety problem of narrow width would remain.

Based on three public meetings with the City Council and citizens of Lowell it became clear that the area could not withstand such a long-term road closure as this alternative would require. Construction of a temporary detour bridge is not feasible under the existing lake and river channel bed conditions.

Alternative B. Under this alternative the bridge would be permanently closed and traffic would be required to use existing substitute routes. Travelers between Lowell and points along Highway 58 west of the existing bridge would be required to travel an additional five miles to the intersection of Highway 58 and the Springfield-Creswell Highway before backtracking to the east or continuing west. Since there is no suitable alternate route to Highway 58 between Lowell and Oakridge, major improvements to West Boundary Road for a distance of 20 miles would be required as part of this option.

Cost of this alternative to the general public would be very substantial although accumulated costs to the using public would be even greater.

A December 1976 study by Lane County indicated that a temporary bridge closure would cost individual, business, and public users approximately $50,000 per month in curtailed activity or the use of longer alternate routes. A permanent closure would be likely to have a more severe impact and is estimated at $700,000 per year. In addition, the improvement of West Boundary Road is estimated to cost $3,000,000. Amortized over a 30-year road life, the annual cost would be $100,000. Thus the total cost of this alternative would be approximately $800,000 per year. An additional cost would be the partial restoration of the historic structure ($10,000) and a yearly upkeep outlay of $2,000 thereafter.

Related to this alternative is the "minimum action" alternative of retaining the existing structure, unimproved, and posting a low load limit on it. This would be a partial closure affecting most of those users for whom a detour would be most costly.

Alternative B would eliminate or at least reduce the wear of traffic over the bridge and it could be better preserved as an historic structure. As it is close to Highway 58, the

closure would not have the effect of isolating the structure. No new bridge would be required, thus protecting views and scenic resources. Negative impacts include the increased traffic on alternate routes, causing road wear, congestion and higher hazards. Costs to users would be greater because of the increased distance of travel. The major improvement of West Boundary Road between Lowell and Oakridge as an alternative to Highway 58 would be a significant public cost and would entail a number of probable negative environmental impacts.

Alternative C. This alternative consists of the replacement of the existing covered bridge with a concrete structure meeting modern standards but including an enlarged replica of the wood house over it. Required would be the total closure of this access route for an extended period of time (approximately six months). Because of special problems created by the deep water channel at this location a temporary bypass bridge is not feasible.

The cost of this alternative in terms of economic and accessibility impacts to users within the City of Lowell and surrounding region is estimated at upwards of $50,000 per month. Cost of the structure would be approximately $600,000 with another $122,000 for the house. Cost of the structure and cover amortized over a 50-year life would be $14,500 per year.

With the replacement of the existing bridge at the same location, Alternative C would require the removal of the existing covered bridge which would cost an additional $15,000.

Although removal of the bridge house to a new location would be a means to preserve it, this choice does not seem to meet the need of minimizing harm to the historic property. The uniqueness of the relationship of the covered bridge to its physical setting seems to be in large measure the value of this particular covered bridge. Likewise, it is felt that erecting a new, much wider wooden house on the new bridge in order to somewhat preserve the scenic value of the current site does not adequately respond to the purposes for which this bridge was proposed for nomination to the National Register.

Alternative D. Under this alternative the existing covered bridge would be replaced with a concrete box beam or steel arch structure to meet current design standards for safety and capacity while utilizing the existing causeway. No decorative wood house would be included in the design. The existing bridge house could be dismantled and disposed of or used for some other purpose.

Cost of the alternate structures would be $600,000 for the concrete box beam and $900,000 for the steel arch,

amortized over 50 years to $12,000 and $14,000 annual cost for each, respectively.

Impacts of this alternative are quite similar to those of Alternative "C" with the additional visual impact of the house elimination.

Alternative E. Under this alternative an independent lake crossing would be created via an entirely new causeway with bridges. This would preserve the separation between any new structure and the existing bridge, thus allowing it to remain visually discreet. The existing bridge could either be closed, or used for traffic limited by type or weight. This alternative would be expensive because of the need to build not only the subject replacement bridge but an entirely new causeway and an overflow channel structure as well. While these facilities could be located at an almost infinite number of crossing locations, the problems and costs described below would be quite similar in all cases.

The cost factors for this alternative include $540,000 for a new causeway, $200,000 for the overflow channel bridge, $600,000 for the main channel bridge (assuming a concrete box beam structure), and $75,000 for access improvements from the causeway to Lowell. In addition, $2,000 would be needed each year, following an initial $10,000 improvement expenditure, to

keep the covered bridge standing as an unused landmark. Over a 50-year period, this cost averages to approximately $30,500 annually.

Negative environmental factors would be the large amount of fill deposited in Dexter Lake, and possible negative impacts on the fill source area. As the whole lake is visible from many points, this additional causeway would degrade the scenic environment even if it could be placed at a great enough distance so as not to unduly detract from the existing covered bridge. With a new crossing location direct access to Lowell would be lost. Other than preserving the bridge, the only major benefit of the project would be to preserve uninterrupted traffic flow during project construction.

Alternative F (Selected). This alternative and its variations would preserve the existing structure, bypassing it with a new bridge on an independent alignment from Highway 58 to a point north of the covered bridge. Unlike Alternative D, the new alignment and causeway widening would only be for a distance sufficient to bypass the bridge.

Variations of this alternative have a number of positive and negative impacts in common. The necessity to remove, destroy, or physically alter the existing covered bridge is avoided, and traffic would not be significantly interrupted

during construction. By minimizing the alignment change, the roadway could be tied back into the existing causeway just north of the covered bridge, thereby decreasing the amount of additional fill deposited in the lake. As a necessary consequence of bypassing the covered bridge in a way that minimizes broad impacts to the lake and surrounding area, the new structure would be located next to the covered bridge and this is the primary area of concern.

Placement and design alternatives could minimize the visual impact of a new structure next to the old one. By locating the new bridge on the east side of the existing bridge, not only would several engineering requirements be satisfied, but the covered bridge itself would hide the new structure from view on the westerly approach. This is the direction from which the covered bridge is most clearly viewed for the longest time.

The following design sub-alternatives are presented and can be compared for the degree of impact they would have on the adjacent structure.

Alternative F-1. A steel arch structure, with approaches, estimated to cost $1,060,000. Such a structure would probably not be visually compatible with the covered bridge and would be conspicuous due to its height.

Alternative F-2. A wood timber structure (with or without a wood house). Estimated cost of the structure and approaches is $740,000 with an additional $60,000 for the house. A wood structure may appear more compatible with the surroundings and convey a better functional "fit" with a protective roof, but would require more maintenance and have a shorter useful life than a concrete or steel structure. In the event a new wood house is part of the project, the existing house would be removed at an additional cost of $15,000.

Alternative F-3. A concrete box beam structure with a wood house the same length as the existing bridge cover but with greater height and width. Total project cost would be approximately $820,000. This would be a low-profile concrete structure which in itself would be quite inobtrusive. The wood cover, however, would be more massive than the existing bridge house and could only be justified on the assumption that the existing structure would be removed after completion of the replacement (add $15,000).

Alternative F-4 (Selected). A low-profile concrete box beam bridge is also the basis for this alternative. However, in contrast to F-3, the structure would not have a wood house, thus permitting the continuance of the existing covered bridge for aesthetic and historic purposes. The new bridge would be fitted to accommodate a decorative wood house if at some time in the future this should be appropriate. Estimated cost for this project is $760,000.

ASSOCIATED INTERSECTION IMPROVEMENT

To serve the increasing traffic on Highway 58 and the heavy turning movement to Jasper-Lowell Road, any alternative which relied on continued primary access to Lowell from Highway 58 in this area would be accompanied by an immediate area widening of Highway 58 and the installation of a left-turn refuge at the intersection with Jasper-Lowell Road. Alternatives which would be accompanied by this additional improvement include A, C, D, E (probably) and F. Estimated cost of this improvement is $225,000. A full description of the turn refuge project element and its impact is provided under the detailed description of the preferred alternative.

COST SUMMARY OF ALTERNATIVES (all amounts x $1000)			
ALTERNATIVE	INITIAL COST	ANNUAL COST FOR AMORTIZATION PERIOD	ADDITIONAL COSTS
A	229	13.5* (20 yrs.)	125 (access closure) 225 (turn refuge)
B	3,000	802 * (30 yrs.)	10 (historic restoration)
C	722	16.5* (50 yrs.)	225 (turn refuge) 300 (access closure) 15 (bridge removal)
D (concrete)	600	12 (50 yrs.)	300 (access closure) 225 (turn refuge) 15 (bridge removal)
D (steel)	900	14 (50 yrs.)	300 (access closure) 225 (turn refuge) 15 (bridge removal)
E	1,415	30.5* (50 yrs.)	225 (turn refuge) ? 10 (historic restoration)
F-1	1,060	21.2* (50 yrs.)	225 (turn refuge) 10 (historic restoration)
F-2 (with house)	800	28.7* (30 yrs.)	225 (turn refuge) 15 (bridge removal)
F-3	820	18.4* (50 yrs.)	225 (turn refuge) 15 (bridge removal)
F-4	760	17.2* (50 yrs.)	225 (turn refuge) 10 (historic restoration)

* Includes $2,000 annual maintenance estimate for historic structure or replacement bridge cover.

COMPARATIVE IMPACT EVALUATION OF PROJECT ALTERNATIVES

ALTERNATIVE	EVALUATION FACTORS: LOW, DIRECT COST	LOW BURDEN ON LOCAL ECONOMY	MINIMUM DISTURBANCE TO LAND ENVIRONMENT	MINIMUM DISTURBANCE TO WETLAND ENVIRONMENT	OVERALL SAFETY IMPROVEMENT	LOW IMPACT ON HISTORIC STRUCTURE AND SCENIC VALUES	ALTERNATIVE SCORE *
A (Rehabilitation)	Excellent	Poor	Good	Excellent	Poor	Excellent	11
B (Closure)	Poor	Very Poor	Very Poor	Poor	Very Poor	Excellent	0
C (Replacement with House)	Fair	Poor	Fair	Excellent	Good	Fair	8
D (Replacement without House)	Good (Concrete) / Fair (Steel)	Poor	Fair	Excellent	Good	Poor	8 / 7
E (Independent Crossing)	Fair	Excellent	Poor	Very Poor	Good	Good	7
F (By-Pass Structure) F-1 (Steel Arch)	Fair	Good	Good	Good	Good	Very Poor	8
F (By-Pass Structure) F-2 (Wood with House)	Good	Good	Good	Good	Good	Fair	11
F (By-Pass Structure) F-3 (Concrete with House)	Good	Good	Good	Good	Good	Fair	11
F (By-Pass Structure) F-4 (Concrete without House)	Good	Good	Good	Good	Good	Good	12

*The alternative's score is based on summing the value points of each alternative according to the scale shown at right. No attempt was made to weight the values to recognize that some factors are more important than others.

Excellent	= +3
Good	= +2
Fair	= +1
Poor	= 0
Very Poor	= -1

DETAILED DESCRIPTION OF SELECTED ALTERNATIVE (F-4)

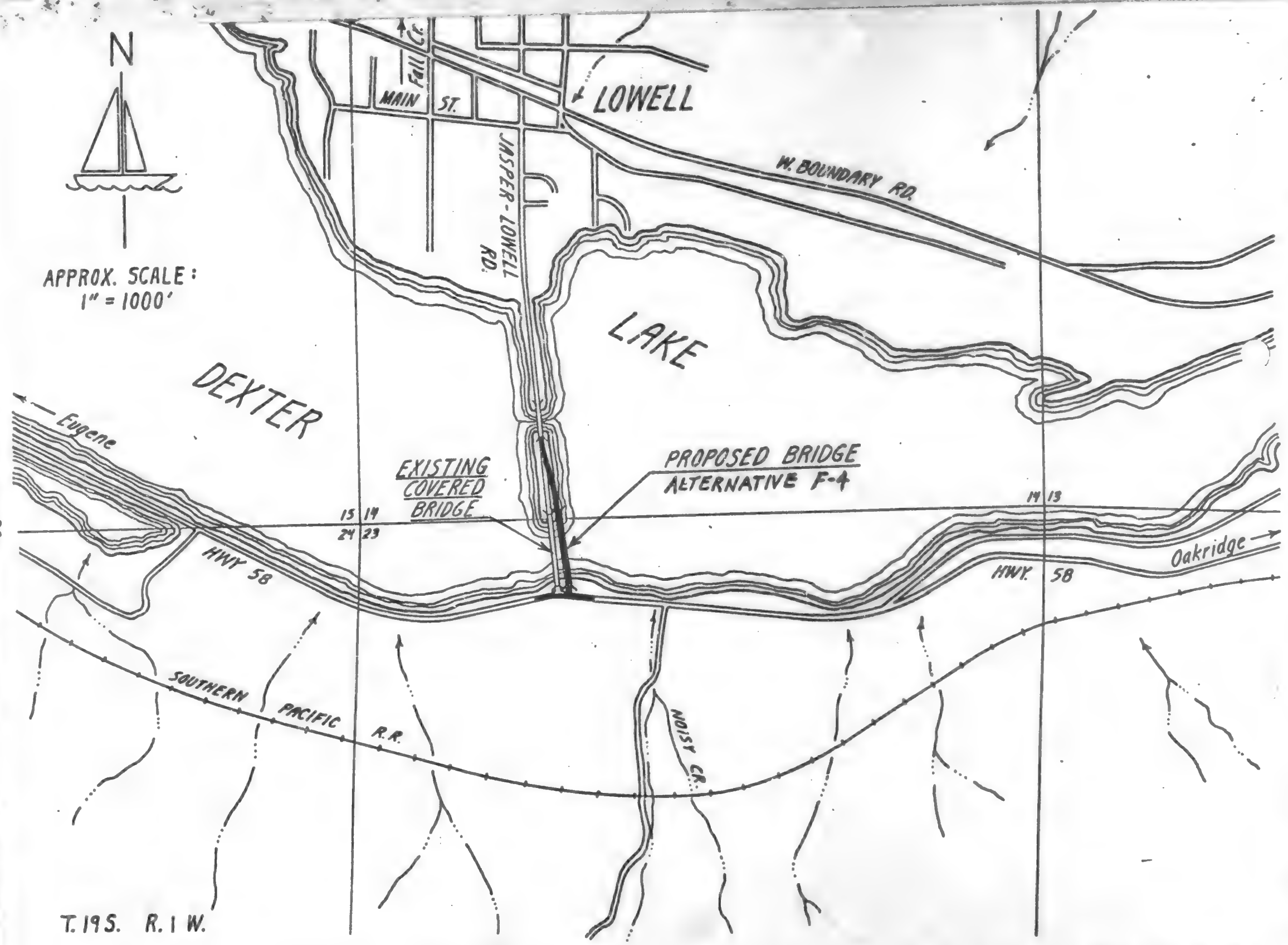
An evaluation of all alternatives described in the foregoing sections led the proposing agency to the conclusion that Alternative F-4 was the best solution in terms of practicality, preservation of the historic structure, minimization of impacts to the structure, cost-effectiveness, and minimal additional environmental impacts. As the most feasible alternative, it is examined in greater detail. This section and the next present a more complete description of the project and its impact from a variety of standpoints.

The proposed bypass would be created by realigning the intersection of Jasper-Lowell Road with Highway 58 approximately 50 feet further east. The new structure would begin at the reservoir embankment approximately 110 feet north of the Highway 58 centerline, and continue for about 420 feet (approximately the same length as the existing bridge). Distance between the existing and new structure would be about 18 feet at the south end and 10 feet at the north end. A widening of the existing causeway would accommodate the new roadway north of the bridge. At its widest point (just north of the bridge) the causeway would be widened by about 40 feet on the east side, measured at average pool elevation. This widening would diminish until, at a point about 700 feet further north, it would resume the existing alignment at the overflow channel structure.

Approximately 19,000 cubic yards of clean quarry rock fill, obtained from existing commercial sources, would be required to create the causeway widening. This durable rock material would form the embankment from the lake bed to a point two feet above high-water level. Between that point and the road base, selected excavation material obtained from a bank cut on the south side of Highway 58 would be used. No rock or other fill material would be placed in the old main river channel.

The proposed bridge would be of precast box girder construction with four spans of 105 feet each supported at the approaches and three intermediate piers. Bridge height would be 18 feet measured from the top of the bridge rail at its highest point to maximum pool elevation. The new bridge would have a 32-foot inside clearance with two 11-foot wide travel lanes and five-foot shoulders. (The same dimensions would continue on the approach portions of the causeway.) Clearance between the water at high pool and the bottom of bridge beam would vary between five and eight feet.

It is planned that the bridge would be designed to accommodate the possible future addition of a bridge house similar in style to the one on the existing bridge.



JASPER ~ LOWELL BRIDGE (19~1W~23)

VICINITY MAP

Estimated cost of the structure is $600,000, and causeway widening an additional $160,000 for a total cost of $760,000.

During causeway widening and bridge construction the existing bridge and causeway would be used. Upon completion, the existing covered bridge would be closed to vehicular traffic and use of the new structure and causeway would begin.

At the time of construction of Dexter Reservoir, the Corps of Engineers constructed the existing causeway, the overflow (north) bridge, and raised by six feet the covered bridge. The Corps granted to Lane County an easement for the continued use of Jasper-Lowell Road across the reservoir, and an easement modification has been granted to Lane County by the Corps for this project. In addition, the Corps of Engineers has issued to Lane County Section 404 Permits for the causeway fill and for fill work to widen Highway 58 at the Jasper-Lowell Road intersection.

With increasing traffic volumes on Highway 58 and more traffic making the turn from Highway 58 to go north on Jasper-Lowell Road, there has been the need for some time to improve this intersection. At present, Highway 58 in this area carries about 6500 vehicles per day, with a large percent being log trucks. Vehicles usually travel at or close to the maximum legal

speed. Seventeen hundred or more vehicles per day make the turning movement onto or from Jasper-Lowell Road. With these volumes, Highway 58 still only provides a roadway width of 22 feet or 28 feet with three- to five-foot shoulders.

As an adjunct to the proposed project, the State plans to widen Highway 58 for approximately 700 feet west and 400 feet east of the intersection to provide two 14-foot travel lanes, with a 12-foot left-turn refuge on the west side and a right-turn deceleration lane on the east side. A maximum of 20 feet of additional paved roadway and shoulder would be created along the south side of Highway 58 to provide the necessary width. Except for one parcel of 0.45 acre, right-of-way for the widening is already owned by the State of Oregon. The State will negotiate for purchase of the remaining parcel which is a triangular undeveloped portion of the steep bank along the highway.

Excavation of approximately 28,000 cubic yards of material would be required to provide the widening. Approximately 12,500 cubic yards of this material would be used to embank existing adjacent low areas which presently create roadside hazards. Some selected rock and gravel materials from the excavation would be used to top-off the causeway embankment. An additional 5200 cubic yards would be hauled to a point 5.6 miles west on Highway 58 which is the site of a State road safety

improvement project. In this project the State is widening road shoulders and reducing the steepness of slopes.

The final road cut in the project area would be sloped 1:1 with an intermediate bench 20 feet wide. The total surface area of the slopes and bench would be about 2.4 acres, and this would be seeded and mulched as part of the project.

ENVIRONMENTAL IMPACTS OF SELECTED ALTERNATIVE

Land Use. There are no private improvements to land in the project area or its immediate vicinity. The only land areas involved in project construction are a portion of reservoir bank above water level where the new bridge approach will be constructed, and approximately 2.4 acres of steeply sloped road embankment on the south side of Highway 58. This hillside is undeveloped ground with light vegetation consisting of brushy growth and small trees. All but a small portion is present road right-of-way; the remainder is under negotiation for purchase by the State of Oregon.

The project would have a positive impact in permitting continued access to the Lowell area from Highway 58 and in providing access to vehicles loaded to the State legal load limit. It would not have a tendency to stimulate growth since the current bridge has not yet deteriorated to the point where growth has been retarded due to inadequate access.

In summary, the proposed project is expected to have negligible impact on land use in the immediate vicinity or the general Lowell area.

Traffic Patterns and Access. During project construction the existing bridge would continue to be used, thus avoiding the need to reroute traffic. Upon completion of the new bridge, the intersection of Jasper-Lowell Road with Highway 58 would be realigned very slightly to the east to circumvent the old structure. Thus, both during construction and on a permanent basis following construction, the project would result in no substantial alteration of traffic patterns.

Greater congestion on this portion of Highway 58 will occur for a period probably not exceeding two months during the construction period as excavation material is hauled and other construction activities are pursued. Control of traffic will be according to Standard Specifications for Highway Construction and as shown in the project plans.

During a bridge closure impact survey conducted in December 1976, no potential regular users were identified who avoided using the covered bridge because of overweight loads, although undoubtedly individual occurrences of such situations occasionally exist. It is not believed, however, that existing bridge deficiencies have as yet resulted in a significant

rerouting of traffic which could result in a change of traffic patterns with the new structure.

Air Quality Impacts. This project location is not in an Air Quality Maintenance Area. There are no known receptors within the area of project impact sensitive to the levels of air pollution expected to be generated.

Emission of certain air pollutants tends to be higher during less efficient (slower) engine operating speeds and during acceleration. In the absence of extenuating factors, the new bridge would allow free traffic flow with little reduction in travel speed from that maintained on the causeway. The old bridge, due to its condition and clearance restrictions, tends to significantly slow traffic upon entry. Although the new bridge should potentially help to decrease air pollutant emissions, its proximity to the Highway 58 intersection results in decelerating traffic speeds regardless of the bridge. Thus the new structure is not considered to make any significant difference in the generation of air pollutants.

The left-turn refuge and right-turn deceleration lanes on Highway 58 could help to maintain a smoother flow of through traffic and therefore reduce pollutant generation somewhat.

Construction equipment would contribute to higher but not significant levels of air pollution during the construction

period. The greatest potential for such impacts would be from suspended particulates such as dust generated by the movement of trucks, and by excavation, grading and deposition of embankment and roadway materials.

To a lesser extent, diesel exhaust particulates would also be generated, as would comparatively insignificant amounts of nonparticulate pollution including carbon monoxide, hydrocarbons, and oxides of nitrogen and sulphur.

While a very limited amount of controlled blasting is possible in removal of excavation materials from the south side of Highway 58, it is not expected to generate any perceptible levels of dust.

In conclusion, considering the present freedom from air pollution problems and the absence of local receptors, construction of this project is not considered to have any significant impact on area air quality and it is therefore consistent with the State Implementation Plan and the Clean Air Act and its amendments. In addition, the project will not cause traffic rerouting or long-term traffic increases which could have a negative impact on nearby areas.

Noise Impacts. Based on conclusions that traffic volume and traffic patterns would not be changed substantially, potential changes in noise could still result from differences in the structures themselves. The existing wood bridge deck has an asphaltic concrete wearing surface which is worn through

in places and is generally rough, producing somewhat more structural vibration and noise than would be produced by the proposed concrete bridge, although the existing bridge house contains and thus attenuates some of this noise. Other factors such as grade and approach speed do not differ significantly between the existing and proposed conditions.

During the construction period heavy equipment will contribute to area noise, although noise level contributions will not be greater than existing heavy log truck traffic.

There are expected to be one or more low level dynamite detonations to loosen rock for excavation. These are expected to be brief, few, and not noticeable outside the project area.

Since there are no critical receptors in the project area and since long-term changes in noise level should be negligible, it is determined that this project will not have a significant impact on noise levels of the area.

Terrestrial Flora and Fauna. Intrusions on vegetated land areas would be mainly to the bank excavation and some low area fills for widening of Highway 58 opposite the area of bridge construction.

Most of the excavation and fill area is highway right-of-way which has been kept clear for sight distance and roadside

maintenance. Vegetation is generally limited to weeds, brush, shrubs and a mixture of small broadleaf deciduous and conifer type evergreen trees. This slope abutting the busy highway contains no significant wildlife habitat.

Following grading and benching of the cutbanks, they would be seeded and mulched for slope stability and appearance. Native plant species would gradually reestablish themselves.

A small, gravelly area of lake shore above high water north of Highway 58 would be embanked to provide a new bridge approach. This area is covered with native grasses and weeds, berry vines and shrubs. It is not a nesting area or wildlife habitat of significance.

It is concluded that the vast majority of this project will be conducted over water, that very little land area is involved, and that the impacts on the natural environment of this land area are not significant.

Water Quality Impacts

The impacts in Dexter Lake itself would result from the construction of an addition to the width of the existing causeway. To accomplish this, approximately 18,000 cubic yards of clean and durable upland quarry rock would be placed in the lake from the north end of the covered bridge to the south end of the north or overflow bridge (a distance of approximately

700 feet). Maximum width of this causeway widening would be about 40 feet, tapering in to meet the exiting causeway width at the north bridge. Fill would extend to an average pool depth of about 15 feet. While about 18,000 cubic yards would normally be below water, the total amount of clean quarry rock would be about 19,000 cubic yards, the difference used to bring the rock fill to a height two feet above pool high-water elevation. Fill would be placed only on the shallow lake floor with none in the main river channel itself.

One effect of this fill would be to diminish the lake bed and water surface areas by approximately 0.03% (three hundredths of one percent). By volume the displacement caused by the 18,000 cubic yards of rock fill would amount to about 0.04% (four hundredths of one percent) of the total pool volume of 27,327 acre feet.

This small proportional change in the reservoir volume would have no significant impact on the storage capacity of the lake, nor would it cause flooding of previously dry areas. It would also have no impact on water flow or discharge characteristics.

Since Dexter Lake is a reregulating pool supplied with water from the adjacent Lookout Point Reservoir, the fill would

have no impact on any water recharge area, and it would not affect the water table of the area.

By bridge construction and widening of an already existing causeway, the project would not be creating a new barrier to uses of the lake, recreational or otherwise. Clearance between the existing bridge house and water at high pool elevation is five feet. The clearance between the bottom of the proposed bridge beams and high pool would in all cases be at least five feet and at the high point it would be eight feet. Thus small recreational water craft could pass under the new structure with less hindrance than under the covered bridge.

There are no parks or recreational facilities on or near the lake in the vicinity which would be directly affected by the project, either during construction or on a more permanent basis; nor are there any plans for such facilities or activities. This is not a valuable area for any other use, and there are no distinctive characteristics to the area being filled which would be affected by the presence of the fill.

The fill would not destroy any unique habitat within the lake. It would, however, displace bottom dwellers from approximately one-third of an acre of lake bed. Due to heavy traffic on the bridges and causeway, this area of the lake is not frequented by significant animal species, waterfowl, or

similar wildlife. The lake is not an anadromous fish habitat, thus there would be no impact on this area of concern. By placing the rock fill on the upstream side of the existing causeway, concerns about potential water turbidity problems in the rest of the lake are largely avoided.

This area of the lake is infrequently used for water recreation. However, during project construction the area would be posted and supervision to ensure public safety would be exercised in a manner customary to such construction projects.

This area of the lake does not at present provide the source for a public water supply. However, in the future water for the City of Lowell may be drawn from the main channel of the river at a depth of 20 feet or more. There would be no placement of fill material in this channel.

In general, water quality and the avoidance of pollution or water turbidity would be maintained through project standards such as the use of only clean, durable quarry rock for causeway fill material to a point two feet higher than the elevation of high pool elevation.

Approved permits by the Division of State Lands and the Army Corps of Engineers set standards designed to ensure maintenance of water quality and these same standards help

ensure preservation of the environment. The Department of Environmental Quality has also certified that the project had reasonable assurance of maintaining applicable water quality standards.

This alternative, when compared to other alternatives studied, varies in the amount of water quality impact. Impacts of this alternative are far less than construction of a new causeway and bridges. On the other hand, impacts may be somewhat greater than for those alternatives which rehabilitate or replace the existing structure. However, these latter alternatives, when assessed, do not prove to be feasible and practicable for a variety of reasons.

It is concluded that the project is not of the nature as to pose a significant threat to the area's water quality, and with the choice of this alternative and the conditions cited in approved permits and the Standard Specifications for Highway Construction, it is further concluded that all practical measures to minimize harm have been specified.

Public Health & Safety Impacts. Expected impacts of the project with regard to public water supply, submergence of dry areas, and recreational use of the water body have been discussed under Water Quality Impacts.

During the construction period various activities would be underway at the same time traffic is moving through the area and standard safety practices for construction area signing and traffic control would be adhered to. Construction of the bypass structure and causeway widening would not unduly affect the safe passage of traffic over the existing bridge and causeway. In a similar manner customary safety practices would ensure minimal impact of excavation and haul of materials from the road cut south of Highway 58.

If blasting is necessary to remove rock from the hillside it would be done according to State blasting standards as detailed in Section 203 "Excavation and Embankment for Roadway", Standard Specifications for Highway Construction, O.S.H.D. (1974).

The overall effect of this project would be to greatly improve roadway safety at the intersection of Highway 58 and Jasper-Lowell Road, as well as to improve the safety of the bridge crossing.

Safety considerations are necessary for visitors to the covered bridge after it is closed to traffic. Under the proposed alternative, a parking area over 200 feet long would be provided just north of the covered bridge along a section of the vacated causeway. There would be a walkway between this

parking area and the covered bridge itself, while a guardrail would prohibit vehicular access to the bridge. Parking in other areas surrounding the covered bridge would be controlled for safety reasons by the use of guardrails or barricades which would still permit foot traffic to access the site separated from the new roadway.

Lane County would maintain the covered bridge for safety of the visiting public after it was closed to traffic.

Archaeological and Paleontological Resource Impacts.

Previous studies of this area by the University of Oregon determined that there appeared to be no archaeological or paleontological resources in the project vicinity. If any artifacts are found during project construction the Museum of Natural History at the University of Oregon shall be notified and proper salvage and/or mitigative measures shall be performed before construction proceeds (Subsection 105.13 Standard Specifications for Highway Construction).

HISTORIC RESOURCES: FINDINGS OF EFFECT

Introduction

This statement of findings discusses the effects of the Dexter Lake South Bridge Project on Lowell Covered Bridge, an historic resource in the project impact zone. This section of the DND identifies and describes the historic resource,

evaluates the effects of the preferred alternative, and explains the coordination with other agencies.

It is the finding of the Federal Highway Administration (FHWA), concurred in by the Oregon Department of Transportation (ODOT), the Lane County Department of Public Works, and the State Historic Preservation Office (SHPO) that the proposed project does effect the Lowell Covered Bridge, a property currently in the process of nomination to the National Register of Historic Places. These same agencies also agree that the preferred Alternative for the proposed project will not have an adverse effect on the covered bridge.

This statement of finding and historic review is made under the requirements of the National Historic Preservation Act of 1966 (36 CFR 800), Executive Order 11593 and the FHWA Program Manual 7-7-2.

Proposed Project

The project and alternatives are previously described in this negative declaration.

Identification and Description of the Historic Resource

Through contact and consultation with the SHPO, Lowell Covered Bridge was identified as an historic resource in the project impact zone, and, upon application of National Register criteria (36 CFR 60.6), determined eligible for inclusion. The

Lane County Department of Public Works, ODOT and FHWA have agreed with the SHPO on the historic significance of this property.

The Lowell Covered Bridge is one of the covered bridges, included in a thematic grouping according to counties, and approved by the State Advisory Committee on Historic Preservation for nomination to the National Register. The nomination is currently being processed for forwarding to the Heritage Conservation and Recreation Service for Consideration at the national level.

The Willamette River crossing at Lowell was a ferry operation from the late 19th Century until 1907, when well-known bridge builder Nels Roney constructed the first span. This structure survived until 1945 when it was replaced by the existing bridge, an eleven-panel Howe truss with a span length of 165 feet. In 1953 it was raised six feet to allow for the filling of Dexter Reservoir.

The Lowell Bridge is one of the widest covered bridges in the western United States, measuring 24 feet across, and the only Oregon covered bridge spanning a lake or reservoir. Many residents of Lowell regard the covered bridge as a landmark and a picturesque feature of their community's environment.

Oregon's covered bridges have, in recent years, become the subject of numerous articles, books, photographs, paintings,

and tours. Culturally, architecturally and technologically, they are a unique resource in the state's store of cultural heritage. Currently 56 covered bridges exist in Oregon, as compared with an estimated 450 in earlier decades of the century. There is considerable public sentiment and support for preservation of the remaining historic structures.

Evaluation of Effect

Both the criteria of effect and the criteria of adverse effect have been applied to the Lowell Covered Bridge.

Criteria of Effect

An application and evaluation of the "Criteria of Effect" (36 CFR 800.3) to this project by FHWA, ODOT, and the SHPO determined that:

1. The Dexter Lake South Bridge Project is a federally assisted undertaking coming under the jurisdiction of 36 CFR 800.

2. The project potentially effects an area which includes an historic resource.

3. An application of the National Register criteria (36 CFR 60.6), and consultation with the SHPO, identified within the impact zone one property which is eligible for inclusion in the Register.

4. The project does not directly effect the historic property through the taking of any part of the structure or the site on which the structure is located.

5. The project effects the historic property by changing the setting of the property.

6. The changes which effect the setting are: a) modification of vehicular and pedestrian access to the property through the construction of a new bridge adjacent to the historic structure, b) alteration of the visual setting as observed from the approaching roads and the nearby community, and c) potential change in the quality and type of maintenance given the property at the present time.

It is therefore concluded that effects of the project on an historic property eligible for inclusion in the National Register exist and that it is necessary to apply the "Criteria of Adverse Effect" set forth in 36 CFR 800.3.

Evaluation of Adverse Effect

The criteria of adverse effect have been applied to the Lowell Covered Bridge by FHWA and ODOT in consultation with the SHPO. This procedure revealed no adverse effects on the architectural or cultural quality of the structure with construction of the proposed project.

Application of the various criteria, listed in 36 CFR 800.3, resulted in the following determination:

1. "Destruction or alteration of all or a part of the property" will not occur. The Dexter Lake South Bridge Project will not require any portion of the covered bridge.

2. "Transfer or sale of a federally owned property" does not occur. The structure is county-owned.

3. "Neglect of a property resulting in its deterioration or destruction" will not result from project construction. Although the covered bridge will no longer be used by vehicular traffic, Lane County authorities have agreed to leave the bridge accessible to pedestrian and bicycle traffic and to perform the necessary maintenance required to preserve the property. Upkeep of the bridge will be assumed by the Lane County Department of Public Works. Removal of vehicular traffic, including numerous log trucks which use this crossing, will lessen deterioration, decrease maintenance costs and prolong the life of the structure.

4. "Isolation from or alteration of the surrounding environment." Isolation of the covered bridge will not occur. The proposed project includes a parking area over 200 feet long just north of the covered bridge along a section of the vacated causeway. A walkway from this parking area to the covered bridge would permit pedestrian and bicycle access for visitors.

The surrounding environment will be altered on the east side of the structure by placement of a causeway and new bridge adjacent to the present alignment. The net effect of project construction will not be adverse, however, since restriction to pedestrian and bicycle traffic will decrease maintenance problems and remove structural strain and damage caused by heavy vehicular use of the historic bridge.

5. "Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting." There will be no change in noise or atmospheric pollution levels as a result of project construction. The area is semi-rural in nature; noise and pollutant levels are well within federal standards.

An element of visual distraction will be introduced on the east side of the covered bridge when the new structure is placed alongside the present alignment. This effect of project construction is determined not to be adverse for the following reasons:

a. The design option selected for the new bridge is a low-profile box beam style of construction. Motorists approaching from the east would briefly glimpse the two structures about 1.2 miles distant, and again about 3/4 of a mile away. From this higher elevation on Highway 58, the new bridge

would not visually obstruct as much of the covered bridge as if viewed at grade level.

Within the last 800 feet, the immediate approach to the bridge is made at grade and both structures would be clearly visible. The railing of the concrete bridge as proposed would extend only across the lower half of the covered bridge's white siding.

b. The distance between the new and the old structure is sufficient to protect the view of the covered bridge, since the proximity of the two would tend to make the low-profile concrete bridge less noticeable as it "hides" in the shadow of the larger structure. Greater separation would actually make the new structure more visually prominent and detract from the view of the historic bridge as a solitary feature.

c. Approaching from the north in the community of Lowell, only the end of the covered bridge is visible; and although the bypass roadway could be seen, it would not hide the older structure nor would it create an objectionable distraction.

d. Motorists approaching from the west on Highway 58 would have the best and most prolonged view with the lake

and covered bridge visible for a full mile. From this direction a low-profile concrete structure on the east side of the existing bridge would be hidden.

e. The proposed project would result in an improved appearance for the historic bridge. The inevitable deterioration and potential damage caused by heavy vehicular use would no longer threaten the existence or effect the visual amenities of the covered bridge. The structure would be more easily maintained in better condition for the viewing public.

CONCLUSION

It is the determination of FHWA, concurred in by ODOT, the Lane County Department of Public Works and the SHPO, that the Dexter Lake South Bridge project does affect the Lowell Covered Bridge, a National Register eligible property in the project impact zone. The reasons for this determination concern modification of vehicular and pedestrian access, alteration of the visual setting and changes in maintenance procedures.

It is, furthermore, found that an application of the criteria of adverse effect to the Lowell Covered Bridge results in a determination of no adverse effects. In the judgment of the agencies, the project has been developed to minimize historic impacts and, in the aggregate, to preserve by the most feasible means a valuable cultural resource.

It is also concluded that the requirements of the National Historic Preservation Act and related law and implementing regulations have been met on this project. The concurrence of the National Advisory Council on Historic Preservation in this determination has been received (see letter dated May 18, 1979 in appendix).

COORDINATION

The Oregon State Historic Preservation Office was consulted for information and determinations on the Lowell Covered Bridge.

In compliance with the National Historic Preservation Act (Section 106), Executive Order 11593 and Title 36, Section 800, of the Code of Federal Regulations, FHWA, ODOT, the Lane County Department of Public Works and the SHPO reached agreement on the significance of the historic resource and the determination of effect on this property.

Documentation from the SHPO, as required by 36 CFR 800.4(c), is attached. (See letter dated April 5, 1979 in appendix).

REFERRAL AND PUBLIC COMMENT

This project has had extensive public review over the last three years. In December, 1976, it was the subject of a public hearing in Lowell to present the public with alternatives and receive comment. In January, 1977, a Lowell City Council workshop was held to further discuss alternatives. The Lane County Board of Commissioners

has held two sessions on the subject, and various other group meetings have been conducted including a visit by one of the County Commissioners to a class from the Lowell school system to discuss the project. The current proposal (preferred alternative) is in keeping with the desires of the Lowell City Council, citizens and Board of Lane County Commissioners.

The project proposal and this Negative Declaration will be available to the public and will be open to criticism and comments.

SUMMARY Lane County is faced with a priority need to improve the safety and adequacy of access between State Highway 58 and the City of Lowell and the Fall Creek area in central Lane County. Primary access at the present time is via a narrow and deteriorating covered bridge which has been nominated to the National Register of Historic Places. In an effort to preserve this structure and minimize any adverse impacts to it, a variety of alternatives has been considered. These include complete closure of the access, removal of the covered bridge and replacement by an adequate structure, construction of an entirely new causeway and bridges across another part of the lake, continuing with the present situation, or building a bypass to the bridge. Only the last alternative is deemed feasible under the present circumstances. Every effort has been made to minimize the potential physical and visual adverse impacts of the project

on the existing covered bridge. This has been achieved both by the placement of the new structure and by its design. After several meetings in Lowell including public testimony and discussion with the City Council, the preference was to pursue the project as described above. In addition, there was the desire, to which the County agreed, to make improvements, such as painting, so the existing bridge could be retained.

BASIS FOR A NEGATIVE DECLARATION

This project constitutes a Category 3 major action as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2. It is the conclusion of this study that the proposed facility and its implementation have been so planned as to minimize any adverse impacts, and that as a result the proposed facility will not have a significant adverse impact upon the quality of the human or natural environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

E J Hunter
Technical Services Engineer

6-21-79
Date

E J Kalach
Federal Highway Administration Official

6-29-79
Date

APPENDIX

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

RECEIVED
APR 13 1979
Environmental Section

April 5, 1979

MR PIETER DYKMAN
RESEARCH COORDINATOR
ENVIRONMENTAL SECTION
412 ODOT BUILDING
SALEM OR 97310

Dear Mr. Dykman:

RE: Dexter Lake South Bridge (Lowell Covered Bridge), Lane County

We have been asked to comment on the proposed Dexter Lake South Bridge project as it relates to Lowell Covered Bridge, a structure of 1945 which is included in a Thematic Group nomination to the National Register of Historic Places now enroute to the Heritage Conservation and Recreation Service in Washington, D.C.

We note that the low-profile by-pass structure is to be a concrete span with railing to be placed adjacent to the covered span--within 10 to 18 feet on the easterly, upstream side--in order to utilize the existing causeway across the reservoir. Most important, we note that, although the covered span will no longer be used by vehicular traffic, Lane County authorities have agreed to maintain the bridge for pedestrian and bicycle traffic and that foot traffic will be separated from vehicular traffic on the common causeway by a barricade.

We have reviewed the finding of effect, and we agree that the effect would be indirect and generally limited to introduction of new visual elements into the historic setting. Weighing the various alternatives, and in light of the transportation goals of the community and the county, we feel that the construction of the by-pass adjacent to the covered span is the reasonable alternative

and, further, the design characteristics of the by-pass constitute an acceptable mitigation of effect. Therefore, we concur with the finding of no adverse effect.

Thank you for this opportunity to comment.

Sincerely,

David G. Talbot
State Historic Preservation Officer

DGT:EWP:jtl
cc: Al Driver, Director
Lane County Department of Public Works

Advisory
Council On
Historic
Preservation

1522 K Street NW.
Washington D.C.
20005

file

May 18, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On April 30, 1979, the Council received your determination that assistance to the State of Oregon for construction of an additional bridge would not adversely affect the Lowell Covered Bridge, Lowell, Lane County, Oregon, a property nominated for inclusion in the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in the Federal Highway Administration's records as evidence of compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Louis S. Wall
Chief, Western Office
of Review and Compliance

CARLTON-TURNBULL, PRINTERS, EUGENE, OREGON

GUARD PUBLISHING COMPANY
P. O. BOX 10188 PHONE (503) 485-1234
EUGENE, OREGON 97401

Legal Notice 5225

Legal Notice Advertising

•Lane County
Dept. of Public Works
•Attn: George Capelle
3040 Delta Highway North
Eugene, OR 97401

• ☐ Tearsheet Notice
• ☐ Duplicate Affidavit
•

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,)
COUNTY OF LANE,) ss.

I, Marcia Leavitt, being first duly sworn, depose and say that I am the Advertising Manager, or his principal clerk, of the Eugene Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state; that the

NOTICE

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one successive and consecutive weeks in the following issues:

May 8, 1979

Marcia Leavitt

Subscribed and sworn to before me this MAY 8, 1979

Notary Public for Oregon

My Commission Expires: June 30, 1979

AFFIDAVIT

INVOICE 5225

Amount Due $9.00

NOTICE Re: Dexter Lake South Bridge Draft Negative Declaration Availability.
Case:

NOTICE OF DEXTER LAKE SOUTH BRIDGE DRAFT NEGATIVE DECLARATION AVAILABILITY. Notice is hereby given of a draft negative declaration detailing the scope, alternatives and expected environmental impacts of a proposed action to remove the Dexter Lake covered bridge from traffic service. Bridge location is just north of Highway 58 and south of the City of Lowell on Jasper-Lowell Road. The proposed action would divert traffic on a new structure alongside the covered bridge which would remain.

Copies of the draft negative declaration are available at the Lane County Dept. of Public Works, 3040 No. Delta Hwy., Eugene, Oregon and at the information desk, Public Service Building, 125 E. 8th Avenue, Eugene, Oregon, during normal business hours. Those disagreeing with the contents or basis of the determination set forth in the draft negative declaration, or having other comments pertinent thereto, are invited to furnish these in writing to: Environmental Section, Oregon State Highway Division, 412 Transportation Building, Salem, Oregon 97310 within thirty days of the date of this publication.

No. 5225 — May 8, 1979.

NOTICE OF DEXTER LAKE SOUTH BRIDGE DRAFT NEGATIVE DECLARATION AVAILABILITY

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GEORGE CAPELLE
Transportation Planner

m.8 (159)

Affidavit of Publication

STATE OF OREGON, COUNTY OF LANE - ss

I, Debbi A. Parham being duly sworn, depose and say that I am the Chief Clerk, of the Springfield News, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Springfield in the aforesaid county and state: that the

Notice of Dexter South Bridge
Draft Negative Declaration Availability

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for One successive and consecutive weeks in the following issues:

May 8, 1979

THE SPRINGFIELD NEWS

By Debbi A. Parham

Subscribed and sworn to before me this 8th day of May, 19 79

Evelyn R. Stewart
Notary Public for Oregon

(My Commission expires January 22, 1983)

Form FHWA 121 (Rev. 5-73)

9021

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: June 4, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-A462(-)
Dexter Lake South Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have Mr. Wallace's letter of May 25 and Mr. Price's letter of May 14, requesting a waiver of the AASHTO roadway width requirements for the structure and causeway across the Dexter Lake Reservoir. The request for a 32' roadway appears reasonable in this case mainly because of the stop condition on highway 58. We approve the request.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 6'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
JUN 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
L S HUNTER

cc Hart
Ventney
6-8-79

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 25, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. NE
Salem OR 97301

Your File
HBR-OR

Dexter Lake South Bridge
Jasper-Lowell Road
Lane County
Bridge 6649A

Please refer to your letter of May 2, 1979 regarding the roadway width of the subject bridge.

Attached is a request from Lane County for a waiver to construct the subject bridge to a width less than the prescribed AASHTO standards. The request has support data and justification to support Lane County's decision to build a 32-foot nominal width bridge.

It is our recommendation that you concur with their waiver request.

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Asst. Bridge Engineer

LLW:dh

Attachment

cc George Price, Lane County
E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
MAY 29'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9D-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 18, 1979

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: Walt Hart
Bridge Engineer
SALEM

SUBJECT: Width Waiver Request
Dexter Lake South Bridge
Lane County
Bridge No. 6649A

Attached is a request from Lane County for a waiver, with supporting documentation, to construct the Dexter Lake South Bridge to a width less than prescribed AASHTO standards.

Please forward this correspondence to the appropriate FHWA personnel.

JA/cp
Attach.
cc: D.H. Moehring
Larry Asburry
Ellis Jones
George Price - Lane County

PROJECT MANAGER
CCE
FM
File: FM FA
LG OP

lane county

May 14, 1979

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Subject: Dexter Lake South Bridge
Jasper Lowell Road
Lane County
Bridge 6649A

Dear Mr. Shirley:

The following justifications are submitted and a waiver is requested to the AASHTO standards to allow the subject structure to be constructed with a 32 foot roadway width.

1. The existing roadway over the Dexter Lake Causeway is approximately twenty feet in width. The causeway is planned to be widened in the future to provide a thirty foot roadway width. The causeway is almost one-half mile long and it is not considered economically or environmentally feasible to provide a roadway wider than thirty feet.

2. The County has just completed reconstruction of the overflow channel structure approximately 700 feet north of the proposed structure. The new overflow structure provides an approximate roadway width of thirty feet.

3. The replacement of the Lowell Covered Bridge was the subject of several public hearings in the City of Lowell. Direction received from the public and the Lowell City Council dictated that any replacement structure had to be a wood covered bridge or had to have the capability of having a wood housing added after completion of construction of the basic structure. The alternative selected incorporates in the bridge design the capability of adding a bridge house in the future. A forty foot bridge house width would require such a large house as to make this alternative unrealistic.

ROSEBURG REGION
RECEIVED
MAY 1979
RE | RME | RCE | ROE | TE
ENV | RBI | SEC

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR / DELTA 3040 HIGHWAY NORTH / EUGENE, OREGON 97401

4. Sight distance on the causeway is excellent.

5. The intersection with Highway 58 at the south end of the causeway is controlled by a stop sign. A 25 mph speed is posted at the City Limits of Lowell on the north end of the causeway. These controls generally restrict speeds on the causeway.

It is our position that a 32 foot bridge width for the proposed structure is justified based upon the above circumstances. Construction of a 40 foot structure would be of questionable value considering the fact that the connecting roadway and adjoining structure will only provide a 30 foot width.

Please submit these justifications for a waiver to the standards to the Federal Highway Administration.

Thank you.

Respectfully,

George Price
County Engineer

GP/sm

7021

May 8, 1979

bc H. S. Coulter
J. H. Versteeg (enc.)
Gary Potter
Walt Hart
Bud Shirley "

Mr. George Price
Lane County Engineer
Department of Public Works
3040 North Delta Highway
Eugene, OR 97401

948
948A

Dear Mr. Price:

Dexter Lake South Bridge
Jasper-Lowell Road
Lane County
Bridge 6649A

The attached Federal Highway Administration letter dated May 2, 1979, states that the proposed 32-foot roadway for the subject structure "...is in violation of the standards and a specific waiver is necessary..."

The standards referred to are a 1969 publication entitled "Geometric Design Standards for Highways Other Than Freeways" and Table Seven on Page 12 specifies roadway widths for various traffic volumes.

The project cannot proceed until the Federal Highway Administration approves a request for waiver of the standards. Therefore, it is appropriate that you or your consultant prepare the justification for waiver as soon as possible.

Walt Hart and Bud Shirley will be happy to provide any advice which might assist you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachment

cc Wally Palmateer
Oregon Bridge Engineering

LLW:smd/ESH:ja

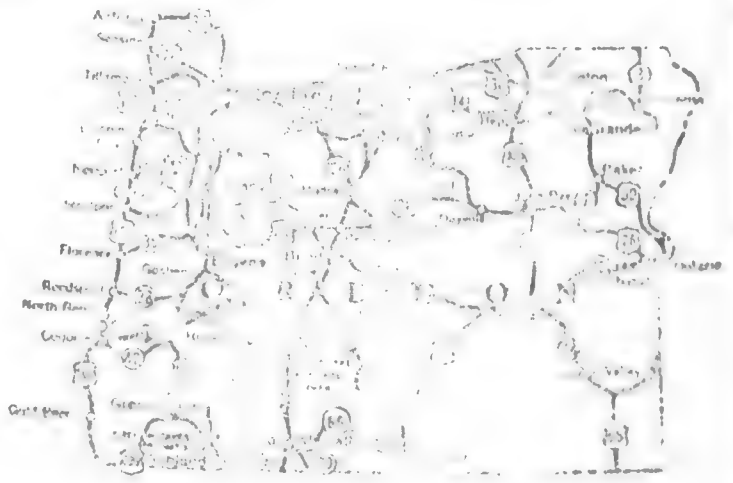
7021

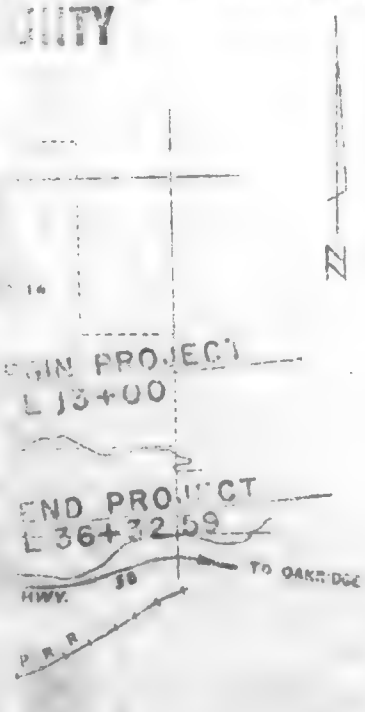
OREGON
RANSPORTATION
AY DIVISION
OSED PROJECT

RUCTURES
UTH BRIDGE &
PER / LOWELL RD. SEC.
METTE HIGHWAY
UNTY

PRELIMINARY COPY
FEB 27 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ER LAKE S	BRIDGE & LOWELL RD. SEC	SHEET No 1
SEC. ROAD DIST. No 10	STATE OREGON	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index





Signed by County
See letter dated 5/2/79

ROUTING SLIP—DEPT. OF TRANSPORTATION — Date: 2-27-79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lana Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Jack Ayers

FROM: Proj Mngt.

COMMENTS: Please forward to county for their consideration and approval.

OREGON TRANSPORTATION COMMISSION
Mildred P Hollern
Gordon Coleman
Helen J Brix
B K Roe
DIRECTOR

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

Oregon Project RS-A462(-)
Dexter Lake South Bridge
Jasper-Lowell Road

DATE: May 2, 1979

In reply refer to: HBR-OR

SUBJECT: Draft Negative Declaration
Lane County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

We are in the process of reviewing the Draft Negative Declaration on the above project and we note that Lane County is accomplishing the preliminary engineering at their expense. We also note that the bridge width is not in accordance with AASHTO standards.

Please note that Federal-aid regulations do not allow approval of any section of roadway until the final environmental documents have been approved. Geometric approval is also not given in the assessment or draft environmental stage. Under the secondary road plan, the State has an obligation to review the consultant's submittals and if the proposal is contrary to the secondary road plan, the variation should be resolved with the county before allowing to proceed. On the subject project we find that the roadway for the causeway bridge north of the proposed site is 32 ft. The bridge proposed is in violation of the standards and a specific waiver is necessary. Our review of any waiver will be based on site conditions, traffic analysis and other pertinent information.

For G. L. Green

cc:
OSHD (G Potter)
OSHD (W Hart)
OSHD (E S Hunter)

RECEIVED
TECHNICAL SERVICES
MAY 3'79
REFER TO
FOH
Info | Limit | R/D | D/R | Sign | Act | File

1979 Dexter Lk. S. Br. & Wille- 9021
mette Hwy. @ Jasper/Lowell Rd.
Sec. (Grade, pave & struc.)

C&A 6442 1-8-79
C&A 6651 10-5-78

C&A 1006 10-1-47
C&A 9791 9-29-76

.9021

Date 2-2-79 11:00 am PROJECT MANAGEMENT OFFICE MEMO

Subject Dexter Lake S. Br. & Willamette Hwy. Channelization File No. _____

Received (call) (visit) from _____

Address _____

Made (call) ~~(visit)~~ to Gary Potter Phone 8486

Reason for contact and general discussion: Potter says final design cannot begin until Final Neg. Dec. approved. However since all P.E. is at sole county expense w/o federal participation he can see no reason why we can't go ahead to prepair for bid letting while Neg. Dec. is being processed.

Duane Christensen and Walt Hart say a May 31 letting would be ok if Potter can get final Neg. Dec. approval by Apr. 1 '79

Signature

C.C. Ben Gifford
Jack Ayres 2/7 cmp

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other (Reynoldson)

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No. PRO 6

January 29, 1979

Mr. George Price
County Engineer
Lane County
3040 N. Delta Hwy.
Eugene, OR 97401

Dear Mr. Price:

This will acknowledge receipt of one set of mylar original plans for the Dexter Lake South Bridge and Willamette Hwy. @ Jasper-Lowell Road Channelization project bid item modifications as noted on accompanying letter.

By copy of this letter I am forwarding these plans to the Project Management Section in Salem for further processing.

Cordially,

ALFRED SHIRELY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring
Larry Asburry
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 1 1979
TAA Grange File: PM FA LG OP

Ayres says County abandoned idea of simply replacing existing bridge. Want to build attached plan. One parcel R/W required & Wilson to condemn if necessary. Req Doc sent in last week. Wants as early as possible. Please determine w/ Design Engrgn & Bridge & let Holland Tenant.

Recommend May 31, '79
Bid letting
CC. Ben Gifford
Jack Ayres

To
Hank Walkerling
2-7-79

Form 734-3122

lane county

January 26, 1979

Alfred Shirley, Jr., Regional Engineer
Department of Transportation
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Jasper-Lowell Road, Lowell bridge No. 19-1W-23 and left turn refuge construction at intersection of Willamette Highway (Highway 58) and Jasper-Lowell Road.

Dear Mr. Shirley:

We are, this date and under separate cover submitting the original drawing of the subject proposed project. All modifications have been made.

In addition, the modifications suggested by your agency requires quantity changes on some bid items. These changes are as follows:

Item No. 13	Watering	M-Gal.	130
Item No. 14	1-1/2"-0" Aggregate Base	Tons	6400
Item No. 16	Class "B" or "C" Asphalt Concrete	Tons	3600

Please arrange to have these changes made on the original documents.

Sincerely,

George Price
County Engineer

John Schmidt
Design Engineer

JS/sm

cc: Ellis Jones
Resident Engineer

ROSEBURG REGION
RECEIVED
JAN 29 1979

RE	RME	RCE	ROE	JE
RUE	DES	RSR	RPR	RLE
ENV	E	RBI	SEC	

9021

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 15, 1979

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: J.H. Versteeg
Head of Engineering
SALEM

SUBJECT: Lowell - Hwy. 58 Section
Jasper - Lowell Rd.
Lane County
(Dexter Lake S. Br.)

Attached are specification changes requested by Lane County for subject project.

Please revise specifications as per request.

JA/cp
Attach.
cc: D.H. Moehring
Larry Asburry
Ellis Jones
OBEC - Lou Pierce

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CPE ☐
JAN 16 1979
File: PM FA
LG C

lane county

January 9, 1979

Alfred Shirley, Jr., Regional Engineer
Department of Transportation
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Jasper-Lowell Road, Lowell Bridge No. 19-1W-23
and left turn refuge construction at intersection
of Willamette Highway (Highway 58) and Jasper-
Lowell Road.

Dear Mr. Shirley:

The original copy of the Special Provisions are in the possession of the State Highway Division. We respectfully request the following corrections and additions to be made:

1. Subsection 202.37 Disposal of Material

   Third paragraph, second line, first word should read hardware.

2. Section 606 Guardrail and Barriers

   First paragraph, second line, the word hardward should read hardware.

3. Section 503.42 Ordering Piling

   Grouting - First paragraph, second line, change pile to pipe. All on Page 3 of structure section of special provisions.

4. Replace sheet 4 of the structure section of the Special Provisions with the enclosed revision which has subsection 504.37 Pumping added.

5. Subsection 504A.11 Concrete and Grout

   Second paragraph, third line, the word "induction" should read introduction.

Sincerely,

George Price
County Engineer

John Schmidt

By: John Schmidt
Design Engineer

JS/sm

Attachment

ROSEBURG REGION
RECEIVED
JAN 1 [illegible]
RE | RME | RCE | [illegible] | TE
RUE | DES | RSR | RPR | RLE
[illegible] | AE | RBI | SEC

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR / DELTA 3040 HIGHWAY NORTH / EUGENE, OREGON 97401

LOWELL BRIDGE SPECIFICATIONS

SECTION 504 - STRUCTURAL CONCRETE

Portland cement concrete in bridges shall be furnished, placed and finished in conformance with Section 504 of the Standard Specifications supplemented and/or modified as follows:

504.11 Materials - The friable particles tests to be made on aggregates to be used in portland cement concrete as set forth in subsections 703.01 and 703.02 of the Standard Specifications will be made in conformance to the requirements of AASHTO T 112-68.

Delete the mortar strength test called for in subsection 703.01(h).

504.37 Pumping - Pumping will be required for placement of cast in place footings and columns.

504.43 Forms - Expanded polystyrene when used as forms or to provide space between adjacent concrete pours shall be thoroughly secured into place with a suitable adhesive to prevent floating or displacement during the concrete pour. Joints in expanded polystyrene shall be carefully cut and filled with a suitable filler or mastic to prevent intrusion of concrete mortar.

After the concrete has hardened, expanded polystyrene shall be completely removed from all open joints called for by the plans, and from all other locations where access is practical. Removal may be accomplished through the use of solvents, high pressure air jets, or other means as the contractor may elect. Removal of minor deposits of expanded polystyrene bonded to the surface of the concrete, where not visible in the completed structure, is not required.

9021

January 8, 1979

Al Driver, Director
Dept. of Public Works
Courthouse/Public Service Bldg.
125 East 8th Avenue
Eugene, OR 97401

MISC. CONTRACTS and AGREEMENTS No. 6442

841 }
841A }

Dear Mr. Driver:

Attached for your records is a fully executed copy of an agreement concerning construction of the Dexter Reservoir Bridge Section of Jasper-Lowell Road in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Maad
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9021

OBEC CONSULTING ENGINEERS

December 15, 1978

Mr. George Price
County Engineer
Lane County Dept. of Public Works
3040 North Delta Highway
Eugene, Oregon 97401

Re: Lowell Bridge
Lowell-Highway 58 Section
Jasper-Lowell Road
OSHD Bridge No. 6649A
OBEC Job No. 3-122

Dear George:

Enclosed is the Engineer's Estimate for Lowell Bridge. We are sending copies to Oregon State Highway Division, Bridge Design Section.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosure

cc: Walt Hart
Dave Moehring

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐ OPE ☐
DEC 1 1978

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

ENGINEERS ESTIMATE

LOWELL BRIDGE

(Lowell-Highway 58 Section, Jasper-Lowell Road)

December 14, 1978

ITEM	QUANTITY	CAST-IN-PLACE FOUNDATION	DRILLED FOUNDATION
Mobilization	All Required	$40,000	$50,000
Shoring and Cribbing	All Required	30,000	-
Structure Excavation	40 C.Y. @ 15.00	600	600
Special Backfill	40 C.Y. @ 10.00	400	400
Furnish Pile Driving Equip.	All Required	4,000	4,000
Furnish HP10x42 Piles	760 L.F. @ 12.00	9,120	9,120
Drive HP10x42 Piles	760 L.F. @ 1.00	760	760
Drilled Foundations	18 @ 2,000	-	36,000
Furnish 24" Concrete Piles	702 L.F. @ 25.00	-	17,550
Drive 24" Concrete Piles	702 L.F. @ 12.00	-	8,424
Class 3300 Concrete	300 C.Y. @ 260.00	78,000	78,000
Class 4000 Concrete	135 C.Y. @ 300.00	40,500	-
4'x105'/110' Prestressd Box Beams	32 @ 10,500	336,000	336,000
Reinforcement	60,000 Lbs.@ 0.55	33,000	-
	25,200 Lbs.@ 0.45	-	11,340
Metal Bridge Railing	885 L.F. @ 35.00	30,975	30,975
	Total	$603,355	$583,169

14⅓%

Note— 12-13-78 PMS shows # 760,000 ℄ on early 1980 letting

Add Engr ℄ Cont

7021

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Dexter Lake South Bridge

Highway: F.A.S. A-462 (Jasper-Lowell Rd.)

County: Lane

Prefix:

Res. Engr. D. W. Greene

Date December 11, 1978

Ten Year
Traffic Coefficient 8.6

18 kip s.a. per day 184.0

R value 9

Frost Penetration - - - -

CBE Total Requirement 28.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.W.S. (Cl. B)	4.0
4.0"	A.C.B. (Cl. B)	8.0
16.0"	A.B.	16.0
22.0"		28.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange

9021

October 5, 1978

Al Driver, Director
Dept. of Public Works
Courthouse - Public Service Bldg.
125 East 8th Avenue
Eugene, OR 97401

MISC. CONTRACTS and AGREEMENTS No. 6651

Dear Mr. Driver:

Attached for your records is a fully executed copy of an agreement for the construction of the Jasper-Lowell Road Channelization Section of the Willamette Highway in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda
Attachment

bc Don Harwood (Conf. agreement attached)

9091

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
April 25, 1978

FROM: JAMES J. GIX
Regional Construction Engr.

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Right-of-Way
Willamette Highway @ Jasper/
Lowell Road
Lane County
20-1312

Page 22 of 4-18-78 Sched.
3rd Q 79

The subject bond project for a left turn refuge at the Jasper/Lowell Road connection is being combined with an adjoining county FAS bridge replacement project to provide for better coordination and more economical construction.

Lane County will develop preliminary plans for our review and the two sections will be contracted as one.

However, construction of the turning refuge requires the acquisition of additional right-of-way. The proposed acquisition is a 0.45 acre parcel identified on the enclosed detail map. Please prepare a description and advance the necessary paper work through the Right-of-Way Section.

Doug Greene is submitting a current deed copy to Floyd Scott. Recd deed 5-3-78

jwg/cw
Encl.

cc Dave Jones
Doug Greene - Please comply with last paragraph.

REFERRED TO
Board, Soderstrom, Sample, Cole, Watson, Erikson, Dorn, Lou, Hager, Return, Discuss, Re, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christenson, George, Olson, Terpin, Sullivan, Scott, Savage, Trout

RECEIVED
APR 27 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

R/W File 50252
to Boyd 5-3-78

5-17-78 (02 — copy)
Detail map with revised line
filed in 7 files until 506
is received

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

March 16, 1978

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of March 9, 1978, explaining the effort Lane County has made to determine what the local citizens wish in regard to the Jasper-Lowell Road-Dexter Lake Bridge Replacement Project.

This office concurs that further consideration of replacement of the existing covered bridge in kind should not be an alternative in the draft negative declaration now being finalized.

By a copy of your letter units and individuals are being notified of your informal hearings and the wishes of the local agencies as well as the Board of Commissioners.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: J.H. Versteeg
D.H. Moehring
Walt Hart
Gary Potter
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ CTE ☐
MAR 20 1978
TAA ☐ File: PM ☐ FA ☐
LG ☐ OP ☐

lane county

March 9, 1978

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

In response to your question concerning the various alternatives to replacement of the covered bridge on the Jasper-Lowell Road, we considered and reviewed the following:

1) Do Nothing - Keep the existing structure and post a low load limit.

2) New Bridge East of the Covered Bridge - Reviewed a steel arch type and box girder type.

3) Replace Covered Bridge with a Covered Bridge - Reviewed an expanded Howe Truss that would meet minimal requirements.

We held a public meeting with the Board of County Commissioners on these alternatives and held a public meeting in the City of Lowell and finally a public meeting with the Lowell City Council.

After discussion and testimony the preference was to construct a new bridge east of the covered bridge, retain the existing covered bridge and barricade the bridge from vehicular access. In addition there was a desire for the County to make minor improvements, such as painting, so the existing bridge could be retained.

A further analysis indicated that replacing the covered bridge with a new covered structure would create serious economic impacts to the City of Lowell and the surrounding area due to the requirement of a long-term road closure. Such impacts included mail service, access to Lowell High School, various emergency services and to the timber industry. These impacts were not measured in dollars but it soon became apparent the City and the residents could not withstand a long-term road closure.

A final analysis showed the costs for a new covered bridge to be at least $200,000 more than concrete box girder. With 175 deficient bridges, the Board of Commissioners determined the excess funds were required on these deficient bridges.

DEPARTMENT OF PUBLIC WORKS / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

The current proposal is in keeping with the desires of the City Council, citizens and Board of County Commissioners and any further consideration would not resolve the need to move ahead.

Very truly yours,

Al Driver

Al Driver, Director
Department of Public Works

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
March 15, 1978

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Request for revision of agreement to allow for combining projects

TO: D.H. Moehring, Manager
Office of Project Management

As your know Region III has actively supported the combining of Lane County's Jasper-Lowell Road South Bridge Replacement Project on Dexter Lake (FAS-C project) with the left turn refuge project on the Willamette Highway (ORE58) to be financed with state bond funds.

A meeting was called by Mr. Shirley, Regional Engineer, for Tuesday, March 7, 1978, with Lane County to set responsibilities if such a combination were to occur. Those attending the meeting were as follows: Mr. Al Driver, Director of Public Works, Lane County; Mr. George Price, County Engineer, Lane County; Mr. James Gix, Regional Construction Engineer, OSHD; Mr. Glen Clark, Regional Federal-Aid Engineer, OSHD; Mr. Ellis Jones, Resident Engineer, OSHD; Mr. Doug Greene, Resident Engineer, OSHD.

The county is in favor of combining the two projects and is willing to accomplish the construction engineering.

I am returning the original Agreement No. 6442 pertaining only to the FAS-C Bridge Replacement Project and requesting a new expanded agreement covering both projects with the following points covered:

1. The "project" definition in paragraph three of the recitals be changed to reflect both projects. Perhaps the name could be changed to Dexter Lake Bridge-Willamette Highway Channelization Project.

2. The county will accomplish the preliminary engineering on the original FAS-C project at no cost to the state and without reimbursement with federal-aid.

3. The county agrees to incorporate the field preliminary engineering already accomplished by state into the contract plans at county's expense.

4. All construction engineering will be accomplished by Lane County or their agents (OBE). Such costs will be appropriately charged to the FAS-C or bond monies. ← Structures only; nothing on State R/W Per D. Clark 3-20-78

(continued)

Marian Holmes:
1) Confirm new name w/ Gifford
2) Give Secretary copy so he'll combine
3) Rewr agreement please; we don't need to cancel old agreement just supplement or whatever

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 17 1978

File: PM FA
TAA Holmes LG OP

Willamette Hwy. @ Jasper/Lowell Rd.

5. The state will assign a Resident Engineer to monitor the project.

6. The county will separate the charges appropriately to the two funding sources.

7. The state will make application for any necessary permits not already acquired by Lane County.

8. The state will core drill the rock bluff, south of ORE58 to determine the suitability of the material for causeway use.

GLC/cao
cc: Bill Anhorn
Ellis Jones
Doug Greene

Enclosure

1021

C.C. DE Swan
F Keesy
Roger TRYGSTAD

520

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-6-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. _____
Project Name DEXTER RESERVOIR BRIDGE Section (South Bridge) JASPER-Lowell Road FHS-A462

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

RIGHT OF WAY SECTION
RECEIVED
JAN 25 1978

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 6 day of March, 1978

County of Lane

Mark Pangborn
MARK PANGBORN
GENERAL ADMINISTRATOR

Certified By:

Virgil M. Wilson
Regional Right-of-Way Supervisor
Date 1-24-78

APPROVED AS TO FORM
DATE 3/6/78
Irene J. Wilson
OFFICE OF LEGAL COUNSEL

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9021

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
February 1, 1978

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Request for combining an FAS-C and a state bond project

TO: D.H. Moehring, Manager
Office of Project Management

27 JUL 78
0208227

Lane County has undergone the preliminary engineering phase of a bridge replacement project on Jasper-Lowell Road over Dexter Lake. The preliminary engineering phase is being funded by the county and the construction phase with FAS-C funds. COMBINED FOR 27 JUL 78 LAST SKED. MEETING,

0201312
27 JUL 78

One of L-COG's priority state bond projects was for channelization of the Willamette Highway at the junction with the Jasper-Lowell Road.

18

The above bond project was allocated $100,000 by L-COG. Doug Greene's location is in the region office and the price tag is $260,000.

22 JUN 78
1201313

There is, also, a state bond project on 9th Street in Cottage Grove that is in the preliminary engineering phase and has overrun the allocation by $100,000. This is the Woodson Place-Main Street project now on the contract letting schedule for April 27, 1978.

?

L-COG has a request from Cottage Grove to determine if there are bond funds allocated to L-COG which have not been expended that could be used to augment this project's finances.

0201963
A E $5000
8081

A request by region of a recap of the funds expended to date shows that there may indeed be some bond money left on the books. This, however, is dependent on federal primary funds being used to match the Noti-Veneta (east unit) project as now proposed. This amounts to over $600,000.

In conversation with Mr. Rulien, Director of Transportation and Program Development, January 31, 1978 he advised that we should advise L-COG that we did not have a firm figure of how much was left in their state bond account but that we were proceeding to process both the Cottage Grove 9th Street project and the ORE58 channelization project. At a later date we would determine the actual balance. 18

Mr. J.X. Wilson, Regional Maintenance Engineer, is contacting Mr. Al Driver, Director of Public Works, Lane County, to determine if they (Lane County) would take the ORE58 channelization location project data and incorporate it into their bridge and causeway construction project plans.

18

(continued)

Note to DE Swan — Local Government Section has no objection to combining. If you agree, take appropriate action.

D Kimsey

2/9/78 Done DEL

cc Glen Clark

BEN GIFFORD

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☑ FAE ☑ OPL ☐
FEB 1978
Prange
Zahnle
Reynolds
PM: PM FA
TAA

Mr. Eb Englemann, Regional Environmentalist, is contacting Mr. Potter, Manger, Environmental Section, Salem, to explore the ramifications to the environmental documents necessary to combine the two projects.

There is a real need to combine these two projects. The channelization project has an excess of 24,000 cubic yard of material. A part of this surely would be suitable for incorporation into the new causeway to be constructed. Also, it would save $20,000 in haul costs to waste the material up the Willamette Highway as now planned. Please advise if you concur in the combining of the two projects.

GLC/cao
cc: L.W. Rulien
J.H. Versteeg
Walter Hart
L.E. George
Bill Anhorn
Ellis Jones
Doug Greene

9021

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

PRO 6
672-6658 ORG 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6531 LOC 17

February 1, 1978

Mr. Oliver P. Snowden
Transportation Program Manger
Lane Council of Governments
125 8th Ave. E.
Eugene, OR 97401

Dear Mr. Snowden:

This will further acknowledge your telephone request January 13, 1978, for a current status report on the bond funds allocated to District 5.

As promised we have made some effort to determine an actual balance, but at this time it is too early to predict the outcome.

We have determined that it is possible to proceed at this time with the further processing of both the Cottage Grove Woodson Place-Main Street project on 9th Street as per Mr. Greene's location data including a traffic signal at Main and Woodson Place. The data is now in the region office and will be processed in the normal manner towards contract letting.

The state bond channelization project on the Willamette Hwy. (ORE58) at Jasper-Lowell Road is being funded and an effort is being made to combine it with Lane County's Dexter Lake Bridge replacement FAS-C project. There could be considerable savings by such a combined project.

A final accounting of L-COG's allocation of state bond funds is not anticipated in the near future.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: L.W. Rulien
J.H. Versteeg
D.H. Moehring
Bill Anhorn
Ellis Jones
Doug Greene
Phil Kushlan

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ TAE ☐ OPE ☐
FEB 2 1978
File: PM FA
TAA LG OF

Date 1-25-78 PROJECT MANAGEMENT OFFICE MEMO FAS A-462

Subject Detter Lake – S Bridge (Lane Co FAS-C) File No. Est Cost #700,000

Received (call) (~~visit~~) from Allen Clark

Address

Made (call) (visit) to Phone 672-6658

Reason for contact and general discussion:

1) Wants to combine w/adj "Bond" project on Willamette Hwy
Because ① Coordination ② 24,000 CY Bond waste useable on FAS-C fill in lake
Agreed w/Clark "no reason not to combine" He is to write his recommendation
2) Bond financing problem: Estimate #263,000 but only #100,000 set up
Of the #2,200,000 LCOI Bonds only 1.1 million left per Conforth through Prange
(Left him details for reconciliation)
However several projects not to contract including #700,000 for Veneta-Noti
Also Cottage Grove wants #275,000 for a #175,000 project (alternatives 3/4 million)
3) Subsequently on 1-26-78 determined from B Blansby & told Clark:
Six-year program will have Veneta-Noti two Bond funds. Per Blansby this leaves adequate funds for CG and the Willamette project and augments to date also other previously auth Bond projects

Signature H. Nemec

cc Allen Clark & Bob Blansby 1/31/78

File ( ) (W) (P) (R)
Circulate: PME LGE OME PAE CCE OM √Other M

E. Manpower Planning Status Report

Elaine Turnbull presented the memorandums and report included in the agenda materials. It was pointed out that the Manpower Program at L-COG--in existence since 1970 and supported for the past two years by CETA funds--may not be funded next fiscal year. Later, the Manpower Advisory Committee and staff may request that Board members (if they feel the program is a vital one) make their opinions known.

G. Eugene-Springfield Area Transportation Study

Bill Guenzler presented the memo included in the agenda materials on the subject "Selection of a Transportation Concept for Refinement to a Transportation Master Plan." Requested by the Metropolitan Area Transportation Committee was adoption of 12 policy statements as direction for the staff in its preparation of the transportation master plan. Policy statements were presented on: (1) Goals and Objectives; (2) Planning Period; (3) Land Use; (4) Transit Usage; (5) Per Capita Trip-Making; (6) Modeling; (7) Scope of the Plan; (8) Level of Service; (9) Master Plan Alternatives; (10) Policy Direction; (11) Financing; and (12) Plan Update. Ratification also will be sought from Eugene, Springfield, and Lane County.

Mrs. Beal moved, seconded by Commissioner Wood, to adopt the policy statements as presented in the memo and verbally.

In answer to a question, it was pointed out that the subject plan and proposed guidelines relate only to the Eugene-Springfield urban area and that the plan is a requirement for the receipt of federal funds. County projects are not involved except insofar as they are affected by what is done in the urban area.

MATC Policy Statements adopted — The motion was unanimously approved.

Mayor Bob Smith arrived at the meeting.

F. State Highway Bond Priorities

Bill Guenzler presented his memo included in the agenda materials, which outlined staff-recommended priorities to resolve differences between the TPC and CAC recommendations, reflect Board comments the previous month, and state the rationale for the staff recommendations. Mr. Guenzler reported that his ranking had been discussed with the principals involved and received a reasonable degree of acceptance, as follows:

1-24-18 Eugene Mayor requested this priority list to OTC

1) Territorial Road, Veneta-Elmira, shoulder and bridge improvements to provide a six-foot paved, signed pedestrian/bike route	$ 50,000
2) U.S.126, Veneta-Noti, relocation	616,000
3) Ore. 99, 9th Street in Cottage Grove, reconstruction	175,000
4) Ore. 58, Oakridge, pedestrian crossing	40,000
5) U.S. 101, Florence-Dunes City, left-turn refuges	85,000
6) Ore. 99, Junction City, at-grade pedestrian crossing	25,000
7) Ore. 58, Lowell intersection, intersection construction	100,000
8) Ore. 99, Roosevelt-Barger, partial reconstruction, curb, gutter, bikeway, signal	290,000
9) River Road, preliminary engineering	150,000

McVay Highway, 126-30th Avenue, selected four-foot shoulder: to be considered only after the first nine projects.

U.S. 126, 71st Street-Hendricks Bridge, three bus turnouts: Drop from bond list. (L-COG and county staff had followed the buses and did not observe a need for the turnouts.)

Highway Bond Priorities approved

Mayor Smith moved, seconded by Mr. Barrett, to approve the ranking prepared by staff. The motion carried unanimously.

Consideration of the agenda moved to the customary order.

V. COMMUNICATIONS

A. Chairman's Report: Ronel M. Paddock --

1. Reported the HSA Steering Committee that day had adopted bylaws for the proposed HSA governing board. The Steering Committee did not accept Mayor Paddock's recommendations concerning open meetings and financial disclosure statements. (Concerning the latter, the committee did decide it would be acceptable to make the statements if all three HSAs in the state decide to do it.) There is to be one more, final session of the Steering Committee.

B Director's Report: L. Douglas Halley --

1. Stated there are two new staff members at L-COG: Jim Miller, who will work on the metropolitan plan update and other associated functions; and David O'Brien, Director of Criminal Justice Services.

2. Reported that the Department of Health, Education and Welfare has released $4,352 to fund the L-COG health planning

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE.- Salem, OR 97301

DATE: January 17, 1978

In reply refer to: HBA-OR

SUBJECT: Oregon Project No. RS-A462(-)
Dexter Lake South Bridge
Negative Declaration Comments

FROM : G. L. Green, Division Administrator

TO : Mr. E. E. Hunter, Mgr, Technical Services Br.
Oregon Department of Transportation
Salem, Oregon

In our review of the subject document we have generated several comments worthy of your attention. These should be incorporated in the final Draft Negative Declaration.

1. The first paragraph of page 1 mentions substandard width as a safety factor ... what is the accident experience at this location. Also, if this restriction has impeded traffic flow, the extent of delays and inconvenience may be worth mentioning.

2. Reader is led to believe by the document that the bridge cannot be touched by a federally-funded project. This is not always the case.... there can be exceptions when the action is properly justified. Suggest rewording paragraph four on pages 9 and 19 to coincide with FHPM 7-7-2, para 20.

3. Although every possible alternative appears to be listed, the costs associated with each have not. Users costs, construction costs, etc. have a significant bearing on the selection of the final alternative. Furthermore, who will maintain the existing structure if the alignment is changed -- the yearly maintenance costs for the alternatives (both old and new alignments) also have significance in the selection process.

We will continue to work with all concerned personnel in advancing this subject document.

for G. L. Green

RECEIVED
TECHNICAL SERVICES
JAN 18 '78
REFER TO Potter
FOR

cc:
ODOT (Potter, Env)
OSHD (Engelmann, Reg 3 Env)

9021

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

January 10, 1978

Mr. Al Driver
Director of Public Works
Lane County
125 E. 8th Ave.
Eugene, OR 97401

Dear Mr. Driver:

The preliminary engineering phase of your FAS-C Dexter Lake South Bridge project no. RS-A462( ) on Jasper-Lowell Road is being financed by Lane County.

This office has estimated that our involvement (state forces) in this phase of the project, monitoring the field survey, reviewing preliminary plans and specifications will amount to $5,000.00.

Please forward a check in this amount to this office at your earliest convenience.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
Walter Hart
Bill Anhorn
Ellis Jones

c.c. Dick Hacek
D.E. Swan

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 13 1978
File: PM FA
TAA _____ LG OP

Form E-189--3M1—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County

Eugene, Oregon

By: Al Driver

Director of Public Works (Official Capacity)

Order No. 3-146

Date 12-20-77

Prefix and account number to which work is to be charged 20-8227

Description and Location of Work To Be Performed or Materials To Be Furnished:

Monitor field survey, review preliminary plans and specifications for Dexter Lake South Bridge, Jasper-Lowell Road.

Estimate of Quantities and Cost $5,000.00

AO Loo

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 5,000.00

Deposit received by Secretary on .....

Authority from Requisitionist:

- ☒ Agreement dated .....
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date .....

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials .....

Superintendent or engineer responsible for performance of work and submission of information for billing Ellis Jones, Resident Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Hwy. Div., Reg. 3 Department

Signed J. E. Christopher

Region Office Coordinator

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

9021

18

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
January 5, 1979

Duane O. Christensen
Final Design Engineer

Jack Ayres
Federal Aid Engineer
Region 3

Lowell-Highway 58
Jasper-Lowell Road
Lane County

Attached is a copy of the grading and paving portion of the subject project with suggested changes and questions shown in red.

The original mylar plans should be revised including appropriate signatures added to the title sheet.

Apparently the county wants a March letting. Neither the Structure Section nor Final Design sees any problem in meeting this schedule; however, there is some question on whether the Dexter Lake South Bridge portion to be combined with this project has design approval. If not clear, we may not be able to go in March. Please advise us as to this status.

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 0 8 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

DHS:ab
Attachment
cc: D. H. Stoudenmeyer

1021

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Dexter Lake South Bridge
Jasper-Lowell Road
Lane County

848
848-A

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of MAJOR NON-SIGNIFICANT action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley
District 5 : William Anhorn
Region 3 Geologist: Elliott Parker
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 22 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-22-77 Original returned w/att. to Wimer

Approved 6/22/77
Asst. State Hwy. Eng

81-125-1307

Form FHWA 121 (Rev. 5-73)

9021

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 9, 1977

In reply refer to: HB.3

SUBJECT: Oregon RS-A462(-) PROJECT ASSESSMENT
Dexter Lake South Bridge
Jasper-Lowell Rd.
Lane County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 19, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration and 4(f) statement.

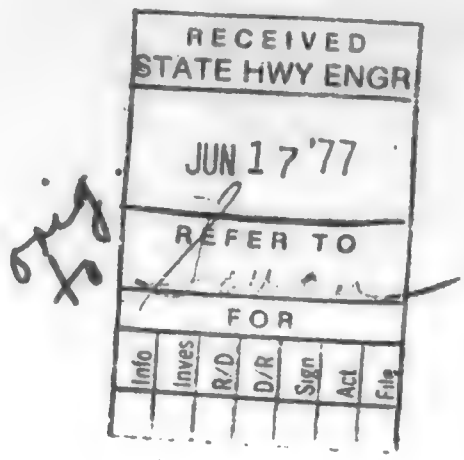
The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kyger

G. L. Green

for

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)



9021

STATE OF OREGON

INTEROFFICE MEMO

DATE: May 20, 1977

TO: MEMO TO THE FILES

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Dexter Reservoir Bridge Section
Jasper-Lowell Road, FAS A-462
Lane County

Lane County has submitted a revised project application covering the subject FAS-C project and replacing two separate previous applications. It is now the county's intent to replace only the south covered bridge at this time. The project will therefore be down-scoped to include just one bridge instead of two, however the project estimate will be raised from $650,000 to $760,000. It will not be necessary to get Transportation Commission approval for this change.

All holders of the original applications should substitute the attached revised application.

RHP:sch

Attachment

cc w/att: F. E. Terpin
W. J. Hart
C. T. Keasey
Glen Clark, Region 3
D. E. Swan
J. Chidsey
F. Yarbrough
D. O. Christensen
B. L. Gifford
Art Brummitt
V. P. Wilson

81-125-1387

Beller

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

Region 3

672-6658

PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

April 28, 1977

Mr. George C. Capelle
Transportation Planner
Dept. of Public Works
Lane County
125 East 8th Avenue
Eugene, OR 97401

Dear Mr. Capelle:

This will acknowledge your letter of April 25, 1977, transmitting a revised application and project environmental assessment for the South Dexter Lake Bridge on Jasper-Lowell Road superseding the previous two separate applications.

Although we have passed the annual deadline for FAS project applications as outlined in our agreement with the Association of Oregon Counties, we consider this as a continuation of the original project application.

Mr. Engelmann, Region Environmentalist, will be supplied a copy of the assessment for review as usual. He may be contacting you for additional information.

By a copy of this letter, your application is being forwarded to the Program Management Section for review and processing. It is not known if the project will have to go again to the Transportation Commission for re-approval or not. A revised Consultant Agreement may also be required. As additional information becomes available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien
Bill Anhorn
Ellis Jones
Eb Engelmann

PROJECT MANAGEMENT
APR 29 '77
RECEIVED
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

lane county

April 25, 1977

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

Attached you will find an FAS funding application and environmental assessment for the Lowell covered bridge project. Please note that of the two neighboring structures, we are requesting aid for only the south one at this time.

You may have an existing application in your file for this project. It is intended that these documents should supercede all previous submittals on the project you may have.

Also, we are sending a copy of the assessment to Mayor Smith of Lowell for his information.

Thank you for your continued help.

Very truly yours,

George C. Capelle

George C. Capelle
Transportation Planner

GCC:gc
Enc.

PUBLIC WORKS
DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR
COURTHOUSE - PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

9021

FEDERAL AID PROJECT REQUEST

Date April 22, 1977

Applicant Agency Lane County, Oregon
Request for: Off-System____, FAS-C X, FAUS____ Project
Federal Aid Route No. A462 Route Name Jasper-Lowell Road
Project Name Construction of alternate structure to Jasper-Lowell Road south bridge (19-1W-23) over Dexter Lake.
Project Length 0.23 mile Project Location (Attach sketch map)
Project Description The construction of a low-profile concrete bridge east of and parallel to the existing covered bridge over Dexter Lake. The bridge would be constructed to accomodate the possible future addition of a bridge house similar to one on the existing bridge. The present structure would be closed to traffic but would not be removed at this time. The existing causeway would be widened to permit realignment.
Average Daily Traffic 1700 Design Speed 20 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 ft. Travel Lanes 2 @ 10 ft. Shoulders 2 ft.
Medians none Parking none
Sidewalks none
Remarks dimensions refer to both bridge and causeway

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 ft. Travel Lanes 2 @ 11 ft. Shoulders 5 ft.
Medians none Parking none
Curbed no Length Curb Radii --
Sidewalk/Bikeway none designated (5 ft. shoulder available)
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks No specific R/W established. South approach located on existing Hwy. 58 right-of-way. Rest of project is a bridge over Dexter Lake or located on fill in Dexter Lake under agreement with the Corps of Engineers.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? by applicant

4. Permanent Striping:

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location m.p. 11.33 Jasper-Lowell Rd.

Type wood beams and stringers on concrete & steel piling, covered by 11-panel Howe truss house

Approach Roadway Width 20 ft. Shoulder Width 2 ft.

Length 431 ft. total (house 165 ft.) Width 34 ft.

To remain in place? Yes.

2. Proposed Structure:

Location approx. m.p. 11.33 Jasper-Lowell Road (on new alignment, parallel to and east of existing structure.)

Approximate Size: Length 420 ft. Width approx. 34 ft. total (31 ft. roadway)

Are sidewalk/bikeways desired: no

Are any utilities to be attached to structure? yes--possibility of a 6 inch water line to serve City of Lowell; also possibility of telephone cable.

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? new structure to be designed to accomodate bridge house, which may be installed at a later time.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lane County Transportation Planning Engineer (687-4491) Office
2. Environmental — Lane County Transportation Planning Engineer (687-4491) Office
3. Public Hearing — Lane County Transportation Planning Engineer (687-4491) Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State_____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant__X__

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No__X__
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ $160,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	600,000
Railroad	
Other_____	
Preliminary engineering	
PROJECT TOTAL	$ 760,000

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or LANE COUNTY

By_____

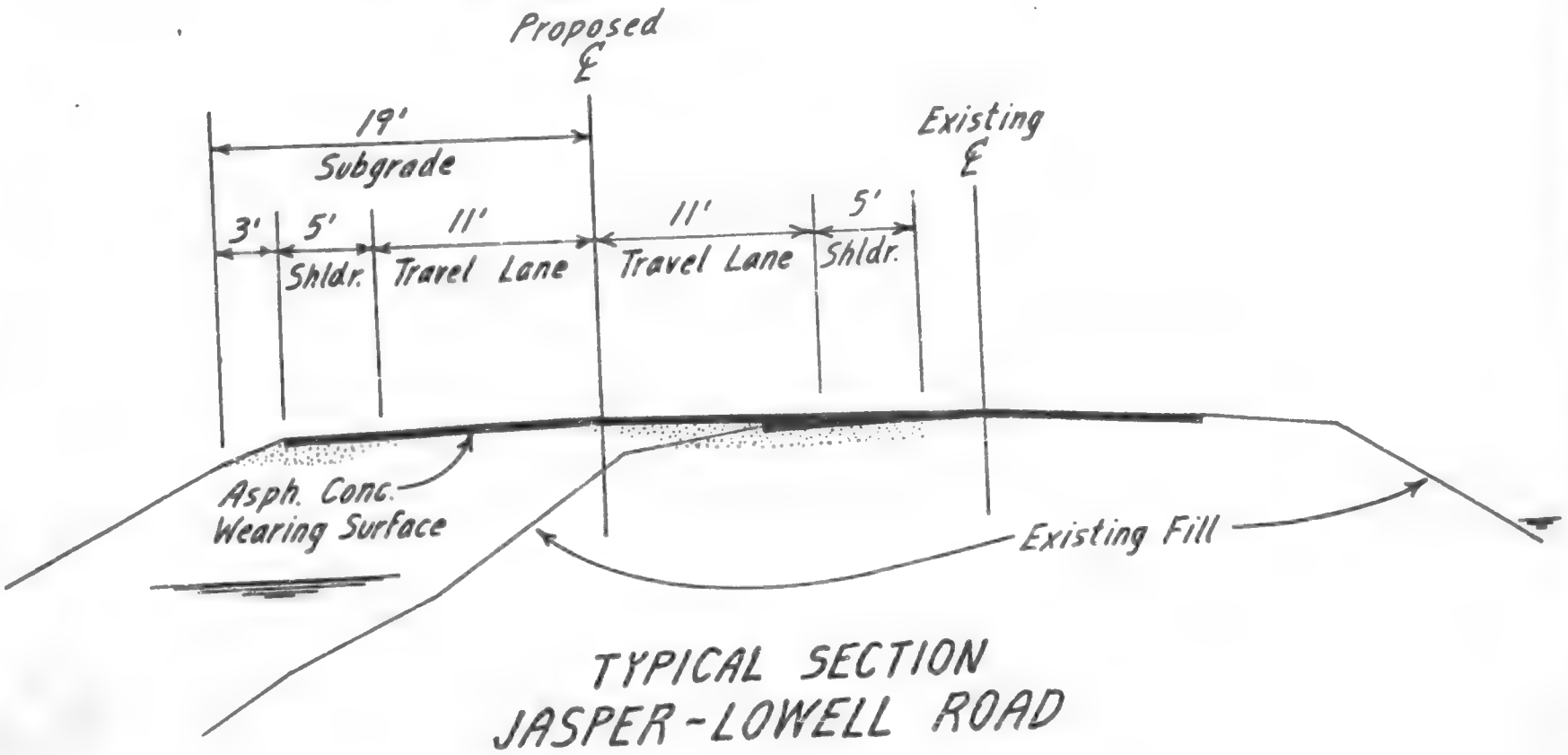
By_____

By Al Driver, Al Driver
Director of Lane County
Department of Public Works

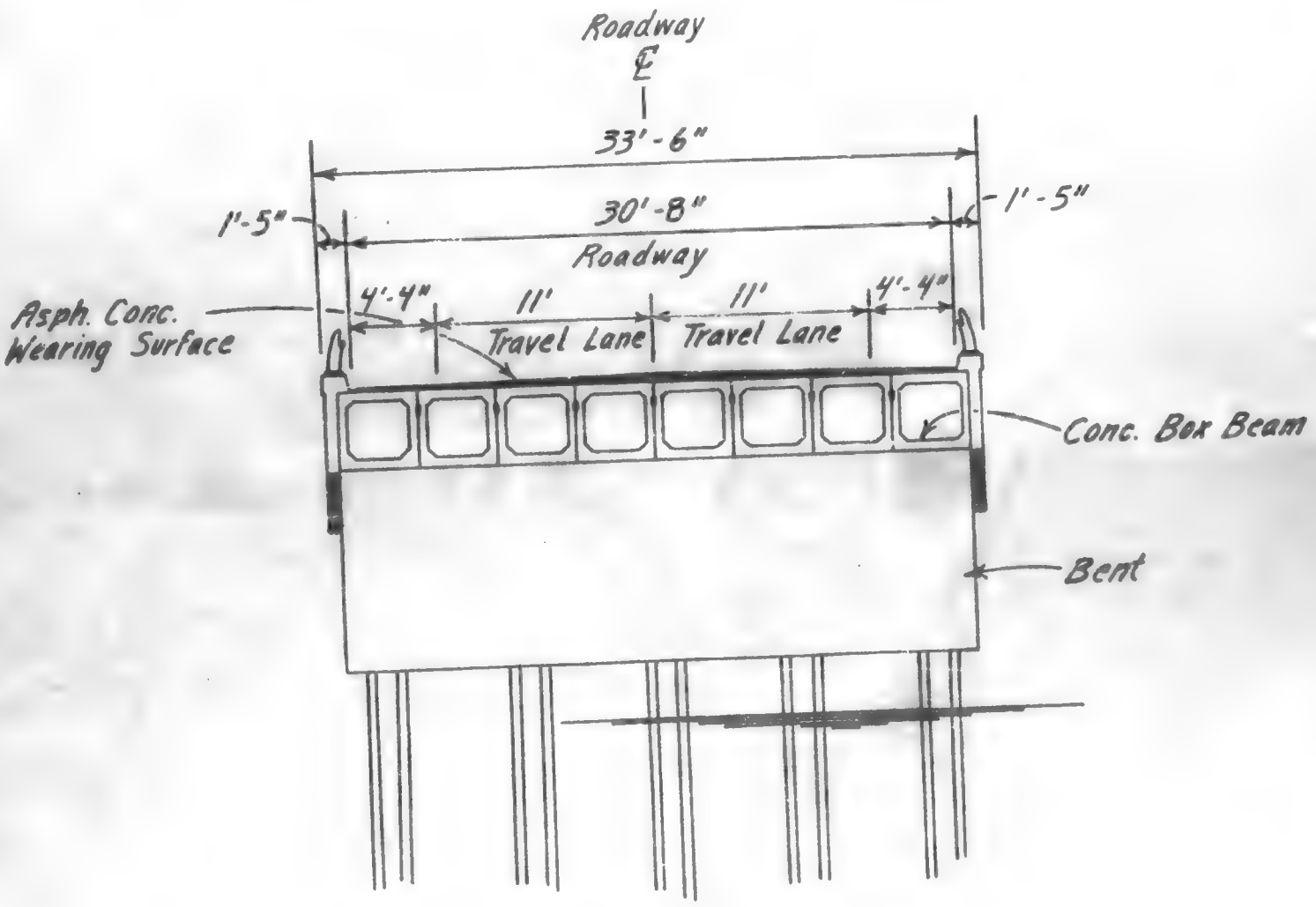
(1976)

JASPER ~ LOWELL BRIDGE (19~1W~23)

VICINITY MAP



TYPICAL SECTION
JASPER-LOWELL ROAD



TYPICAL SECTION
JASPER ~ LOWELL BRIDGE (19·1W·23)

SpFldNews 2-9-77

FAS-C A462 Sandy- copy to Pulic Lowell "Bridg Dexter

Old wooden bridge to give way to low-pro

By RICK BELLA
News Staff Writer

"I am a little disappointed," said Lowell Mayor Bob Smith after the Lane County commissioners denied his request for a covered bridge at Lowell's entrance. "But I felt it was the council's duty to pursue the issue."

However, after the commissioners decided last week to replace the aging Lowell covered bridge with a low-profile concrete span, the issue may be dead or at least asleep for a while.

Both the north bridge and the south bridge (the covered one), which connect the city with Highway 58, are slated for replacement. Modern load limits and a heavy log truck traffic have made them unsafe over the years, and the Lane County Department of Transportation held hearings to find out what the people in the area wanted in their place.

The Oregon Bridge Engineering Co. of Springfield was then called to estimate the cost of several alternative plans. A new wooden covered bridge would be too expensive, the company said, and repair of the existing bridge would not pay in the long run. But a new low-profile concrete bridge or a steel-arch span could be built for a reasonable sum, firm representatives told the Lowell City Council.

In addition, a decorative cover could be added at a later date. But the cover carried a $122,000 price tag and even the staunchest bridge supporters admitted that the cost might be prohibitive.

At a meeting last week, the Lane County commissioners said they could not justify adding the $122,000 to the $1 million-plus project in view of other spending priorities in the county.

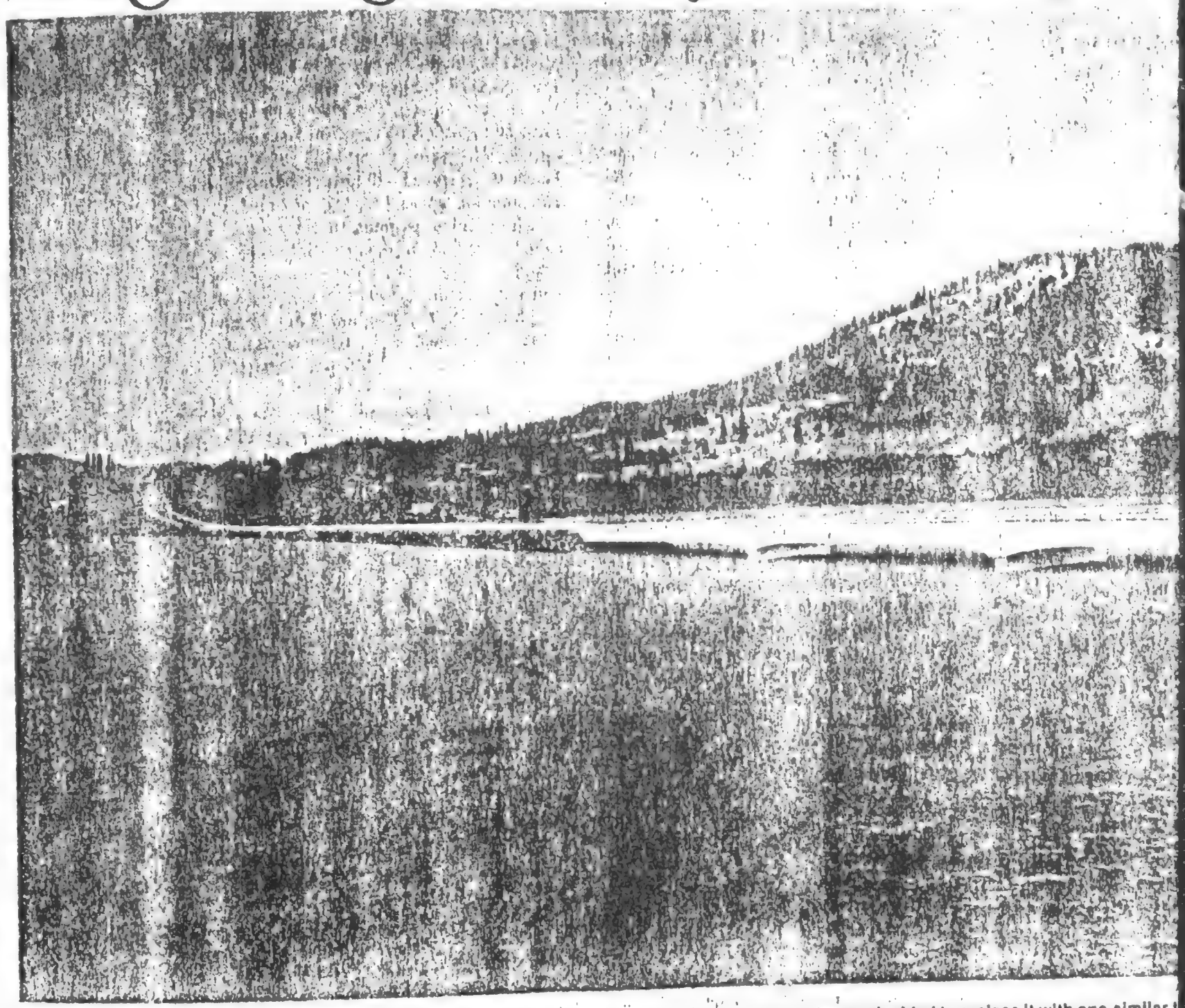
The commissioners voted 3-0 to replace both bridges with low-profile concrete spans, but to design the north bridge so that a cover could be added at a later date.

Smith later said that demolition of the bridge showed a lack of concern for the county's history -- and for the 500 people who signed petitions calling for another covered bridge.

"I know that the 500 (people) are only a drop in the bucket," he said. "But I think there's some fault in the process. I feel the board of commissioners is being dictated to by people whose only concern is saving money. I am sad that the Eugene Armory went down, too."

Smith says hearings should show officials that the public thinks and that the people want to preserve the county's history.

"How long can we tear down our historical heritage," he asked, "so there's nothing left for our children to see what it was like?"



The City of Lowe" will no longer have a covered bridge at its entrance as the Lane County Commissioners decided to replace it with one similar

FHS-C A462 Sandy- COPY TO Pulicin & File in Lowell Bridge File. Dexter

News 2-9-77

oden bridge to give way to low-profile co

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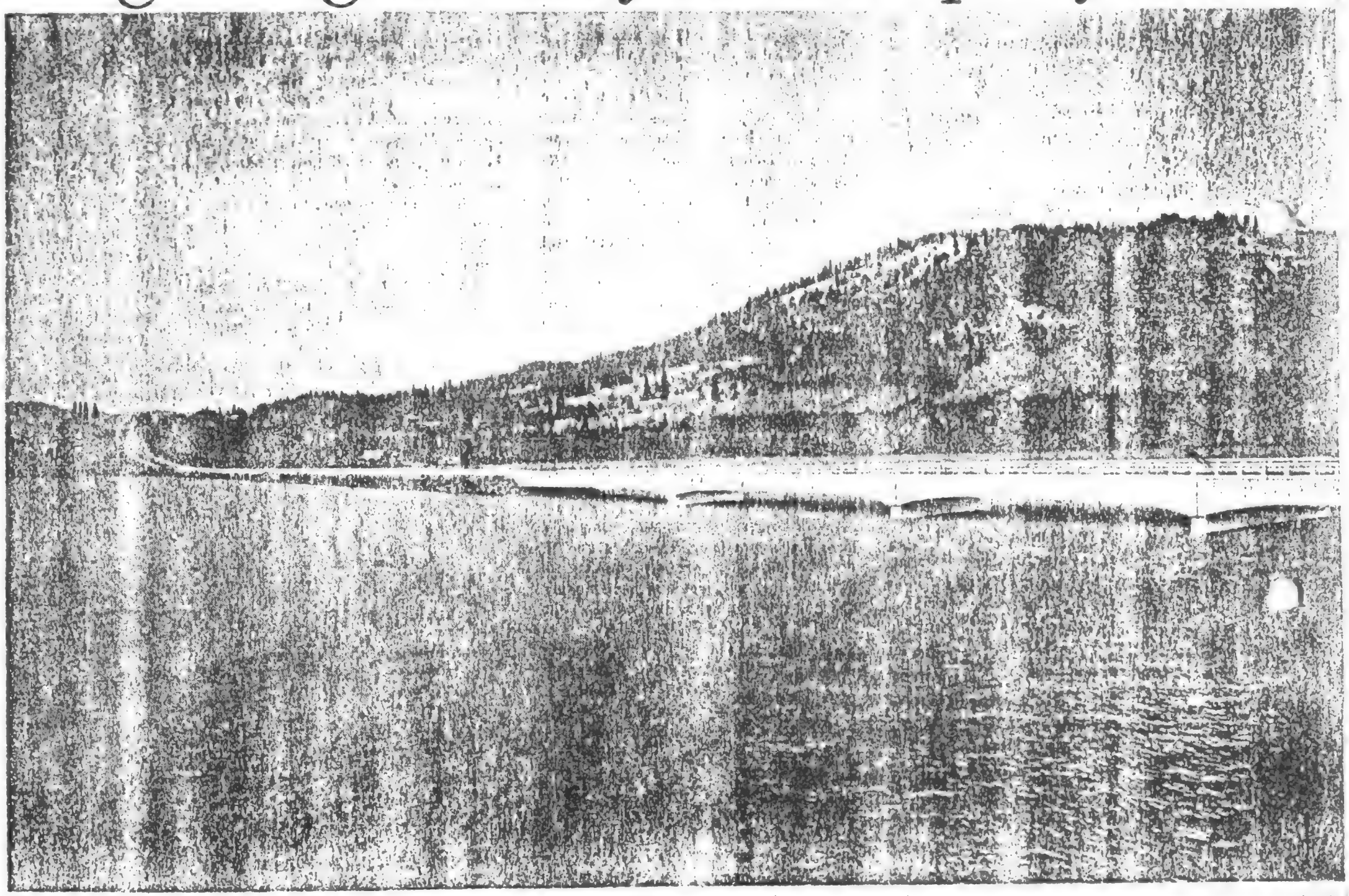


The City of Lowe" will no longer have a covered bridge at its entrance as the Lane County Commissioners decided to replace it with one similar to the one pictured

9021

FAS 230
Lane Co

Excerpt from 2/7/77 memo by W. A. Palmateer, OBEC Gen'l Manager
to Harold Reynoldson

7. **DEXTER LAKE BRIDGES FOR LANE COUNTY - FAS-C**

Consultants Agreement submitted and approval pending. No other permits applied for as of this date. Preliminary designs approved by Lane County. Project has been reduced to include only construction of the Southernly structure nearest Highway 58. Designs are not far enough along to predict possible construction phase.

since there is now but 1 bridge instead of 2 the consultant agreement will have to be revised

8.

Excerpt from 3/4/77 reply by G. N. Hopkins to above memo

7. Dexter Reservoir Bridges - FAS-C - Lane County. Because of your engineering contract with Lane County, it is not necessary for FHWA approval of the consultant agreement to begin preliminary engineering. You indicated that the project has been reduced to one bridge. Does that mean only one bridge will be built, or will they be constructed one at a time under two different contracts? Will the consultant agreement be revised? Final plans and specifications must be in Salem eleven weeks before the bid letting date.

FAS 230

40-1

Bulier

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

672-6658

PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6641~~ x

December 14, 1976

Mr. Al Driver, Director
Dept. of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

Dear Mr. Driver:

We noted in the attached newspaper article that the question of treatment of the junction of the Lowell-Dexter Road and the Willamette Highway was discussed.

You may recall that we have Lane Council of Government project request for construction of a left-turn refuge with a portion of the first $25 million state bond program.

As I recall, the project has been allocated some $85,000. An Authority for Survey has been approved and work has begun on preliminary engineering. The placement of the Lowell Bridges would have to be taken into account, but a minor relocation would not be significant. Coordination will continue in any event, before final plans are prepared.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Note: Dexter Rd. Br. Cost is now over 1/million.

GC/slc

cc: L.W. Rulien
L.E. George
Bill Anhorn
Ellis Jones

RECEIVED

PROJECT MANAGEMENT
DEC 16 76
REFER TO
FOR

9021

Bulis

Lane County
FAS 230

A 462

ROSE... RIC... RD

October 1, 1976

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark:

This is to confirm our phone conversation yesterday regarding preliminary engineering costs for the two Lowell bridges on Dexter Reservoir. The County is going to pay for preliminary engineering on these two projects out of its own funds and not federal aid funds.

Please advise us if additional questions arise regarding these projects.

Very truly yours,

John E. Goodson

John Goodson
Transportation Planning Engineer

JG:jh

PROJECT MANAGEMENT
OCT - 7 '76
RETURN TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
OCT 7 1976
☐ ENGR. ☐ COOR. ☑ ☒ AE ☐ RE
☑ RPE ☒ CE ☒ RE ☒ RPE ☐

Sandy - copies to Rulien, Hart, Ellis Jones and Bill Anhorn.
Glen

9-21

A462

FAS 230 Lulien
Lane Co.

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

COPY TO Ellis Jones
and Rulison ~~and Hart~~

September 29, 1976

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ DE
☑ DPE ☐ CE ☑ RE ☐ RPE

PROJECT MANAGEMENT
OCT - 4 '76
REFER TO
I.C. CONTRACTS and
R/S No. 179
Info | Investigate | R/T | Action | File | Other

Mr. Walter J. Hart
Bridge Engineer
Oregon State Highway Division
328 State Highway Building
Salem, Oregon 97310

Re: Lowell Covered Bridge and Trestles
Dexter Lake
FAS 230

We request the services of your Foundation Section to make test borings at this bridge site. As you know, the structures are situated in a causeway crossing Dexter Lake and connecting Highway 58 with the Town of Lowell.

We anticipate drilling a test hole at each proposed new bent and pier location. This will result in 14 or 15 test holes, and 9 of these we expect to drill from the decks of the existing trestles. The distance from existing deck surface to the Lake bottom will vary from approximately 25' to 35'. Since the Lake surface fluctuates rapidly and irregularly within a 5' range due to peaking at Lookout Point Dam if appears that working from a barge would not be practical.

We would be happy to meet with someone from the Foundation Section and review the program with them; perhaps a meeting at the site would be best.

Please let us know your thoughts on this, and a tentative schedule if you will be able to assign a drill crew to the project.

Very truly yours,

L. F. Pierce
Chief Design Engineer

LFP:seb

cc: George Price
Glen Clark

Note - Lane County advises that they wish To pay for All PE (without Federal Funds).

August 6, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Bob Packwood
United States Senator
Oregon Field Office
Post Office Box 3621
Portland, Oregon 97208

Dear Senators:

This is in response to the communication of July 7 from Peter L. Percy of Radcliffe and Percy, Attorneys at Law, regarding the Lowell Covered Bridge over Dexter Reservoir in Lane County, Oregon.

848-H
5431-H

Lane County is proposing a project for its replacement under the Federal Aid Secondary program. The replacement structure and related road work are proposed to eliminate the existing structure which is currently on Lane County's deficient bridge replacement priority listing.

Covered bridges are becoming an "endangered species," and Lane County Public Works Director Al Driver informs us that nothing will be done without the proper approvals. This includes necessary public hearings, citizen involvement, and consideration of their wishes. Funding must also be provided.

It is possible the existing structure could be left in place and restored as a historical landmark if a new alignment is constructed for the replacement structure, or the covered bridge might be moved to a new site for preservation. However, since this bridge is on a county road, the decision rests with Lane County.

If you need anything additional to respond to Mr. Percy's inquiry, please let me know.

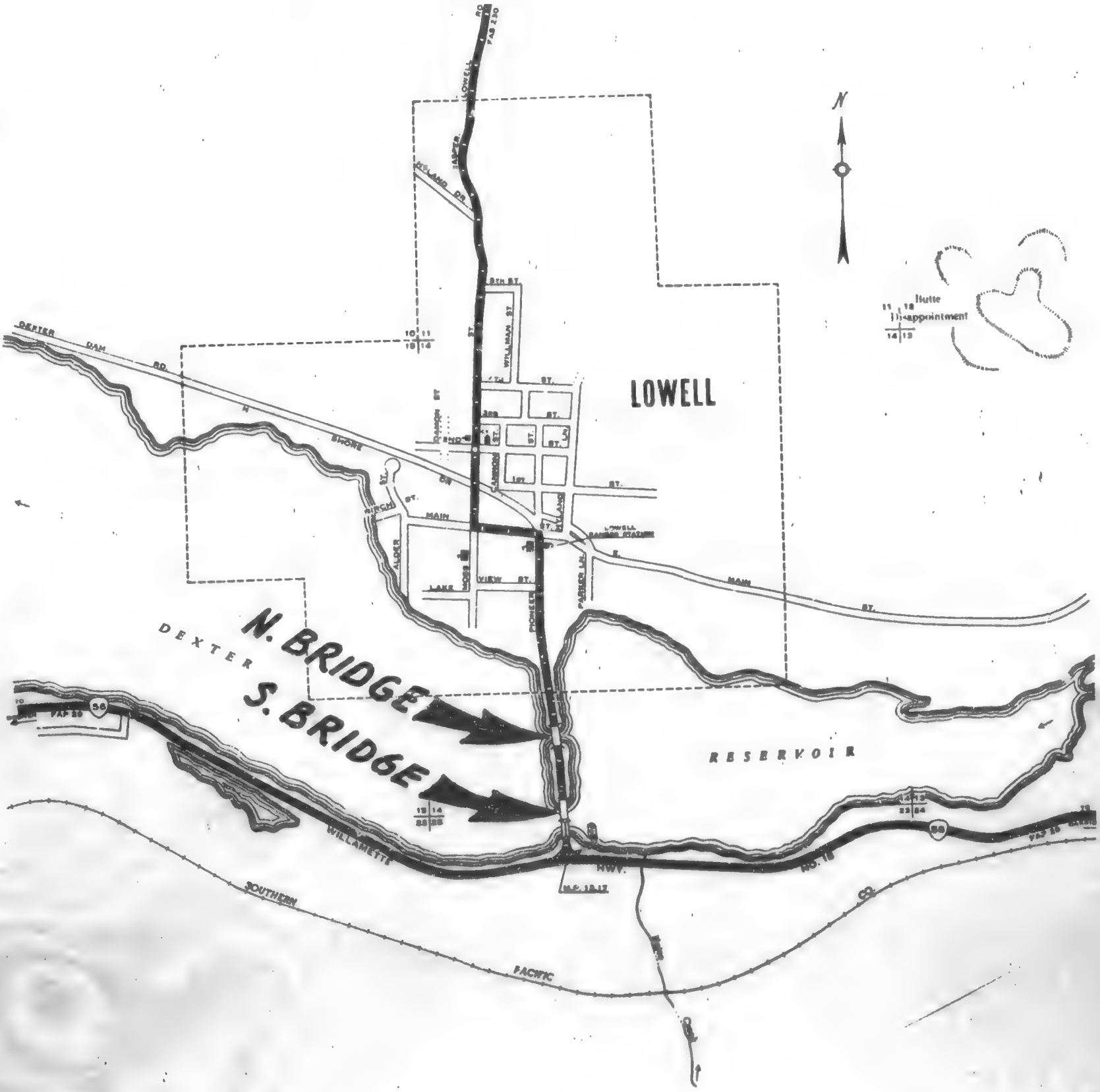
Sincerely,

F. B. Klaboe
Chief of Operations

cc: Al Driver, Lane County

bc: H. S. Coulter
Dave Talbot
Walt Hart
E. S. Hunter
L. W. Rulien
Alfred Shirley, Jr.

DNH:mm srb



DEXTER RES. (JASPER-LOWELL RD.) BRS.

DEXTER-LOWELL RD. FAS 230

Lane County

Radcliffe and Percy, p.c.
ATTORNEYS AT LAW
29th STREET PLAZA SUITE #8 — 29 WEST 29th AVENUE
EUGENE, OREGON 97405

Albert E. Radcliffe
Peter L. Percy

TELEPHONE
687-2411

RECEIVED
DOT OPERATIONS
JUL 27 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sec | Ltr | File

July 7, 1976

Senator Mark O. Hatfield
State of Oregon
475 Cottage, Northeast
Salem, Oregon 97301

Re: Lowell Covered Bridge

Dear Senator Hatfield:

This letter is being written to you on behalf of myself, the Mayor and the Comprehensive Planning Advisory Committee of the City of Lowell. Our concern is with recent arbitrary action taken by certain members of the Oregon State Highway Department concerning the Lowell covered bridge.

As you may know, the primary entrance to Lowell is across the Dexter Lake Causeway and through the covered bridge. This landmark has stood for over twenty years and has become closely associated with our city.

Recently, however, the Oregon State Highway Department has, without consulting any Lowell officials, taken unilateral action to remove the covered bridge and replace it with an open concrete structure.

It is the belief of the citizens of our community and our Advisory Committee that the bridge, as it now exists, is a significant part of the historical and aesthetic tradition of Lowell. Petitions have been presented to our Committee signed by nearly every citizen in protest of the Highway Department action. Several people have threatened to bodily impede any attempts to remove the bridge. Over four hundred signatures were gathered in two days.

In implementing the Land Conservation and Development Commission goals, one of the functions of our Committee is to plan for and motivate those objectives which will increase civic pride and livability. We strongly feel that landmarks such as the covered bridge help contribute to those objectives. This Committee, and we believe most citizens of the City of Lowell, therefore, stand in strong opposition to any proposals for replacement of the covered bridge with an open-type structure.

We seek your help in urging the Highway Department to add a wooden house cover to the bridge proposals they have promulgated. For your information, we enclose a copy of the project assessment in which the bridge problem is discussed, but dismissed as a minor irritation. We understand that a Mr. Al Driver of the Oregon State Highway Department is responsible for this project.

Thank you very much for listening. If you have any questions, feel free to contact myself or our Mayor, Mr. Robert Smith.

Very truly yours,

Comprehensive Planning Advisory Committee

By: Peter L. Percy
Peter L. Percy
Vice-Chairman

Enc.

Radcliffe and Percy, P.C.
ATTORNEYS AT LAW
29th STREET PLAZA SUITE #8 — 29 WEST 29th AVENUE
EUGENE, OREGON 97405

Albert E. Radcliffe
Peter L. Percy

TELEPHONE
687-2411

July 7, 1976

Senator Bob Packwood
State of Oregon
1002 Northeast Holladay
Portland, Oregon 97232

Re: Lowell Covered Bridge

Dear Senator Packwood:

This letter is being written to you on behalf of myself, the Mayor and the Comprehensive Planning Advisory Committee of the City of Lowell. Our concern is with recent arbitrary action taken by certain members of the Oregon State Highway Department concerning the Lowell covered bridge.

As you may know, the primary entrance to Lowell is across the Dexter Lake Causeway and through the covered bridge. This landmark has stood for over twenty years and has become closely associated with our city.

Recently, however, the Oregon State Highway Department has, without consulting any Lowell officials, taken unilateral action to remove the covered bridge and replace it with an open concrete structure.

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7-23
Barbara
R/D
Ed H

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Thank you very much for listening. If you have any questions, feel free to contact myself or our Mayor, Mr. Robert Smith.

Very truly yours,

Comprehensive Planning Advisory Committee

By: Peter L. Percy
Peter L. Percy
Vice-Chairman

Enc.

9021

ROBERT W. STRAUB
GOVERNOR

RECEIVED
DOT OPERATIONS
JUN 4 '76
REFER TO
FOR
Info | Initial | R/W | D/R | S/R | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 2, 1976

The Honorable Robert C. Smith
Mayor of Lowell
Post Office Box 347
Lowell, Oregon 97452

Dear Mayor Smith:

The Highway Division informs me that Lane County prepared and submitted an environmental document for the Lowell Bridge project and that document has been returned to Lane County.

The Department is aware of your concern for the Lowell Bridge structure, since it is their responsibility in administering Federal funds to see that projects are well conceived and meet local acceptance.

You can be assured that your views and values will be considered in the development of this project. I also suggest that you communicate your views and community interest to the Lane County Department of Public Works if you have not already done so. This information will be of help to those involved.

Sincerely,

Governor

RWS:pb

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

NOTED
MARIE STEPHENS

COPY

Please prepare draft reply for Governor's signature by 6-2. Thank you.

00211

PLEASE RETURN ORIGINAL LETTER

City of Lowell

675 Third Street • P.O. Box 347 • Lowell, Oregon 97452 • (503) 937-2930

May 17, 1976

Governor Robert W. Straub
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

Lane County has recently applied for federal funding to replace the Lowell Covered Bridge with a more substantial concrete structure. In doing so, Lane County filed an Oregon State Highway Division Project Assessment Report which stated that "This project consists of the replacement of existing structures resulting in no significant change to the human or natural environment and no significant adverse environmental impacts."

This statement greatly concerns our community. Our scenic covered bridge is both aesethically and sentimentally regarded by all citizens. As you travel either West or East on Highway 58, the white covered bridge can be seen as a picturesque landmark for miles. It is the gateway to our City and often the center of conversation for passing tourists.

The bridge replacement project is also of interest to the Common Council because regional projects should be coordinated between Lane County and the City of Lowell. In the recent past, Lowell has participated to the utmost in regional programs and it deeply concerns the Council that Lane County has now totally ignored Lowell for input into this Project Assessment Report. We hope that this lack of communication will soon be resolved.

Any efforts on our behalf to assure that Lane County will replace the existing structure with another covered structure would be appreciated. Any other alternative would certainly be detrimental to Oregon's beautiful landscape.

Sincerely,

Robert C. Smith

Robert C. Smith
Mayor, City of Lowell

RCS:nkr

WSC

RECEIVED
MAY 20 1976
OFFICE
DIRECTOR of TRANSPORTATION

9021

FORM 81.734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 24, 1976

FILE: PRO 6

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: MEMO TO FILE

SUBJECT: Lane County Bridge Replacement
FAS-C Projects
Jasper-Lowell Road over
Dexter Lake (Both North
and South Structures)

Mr. George Cappelle, Transportation Planner, telephoned 5/21/76 and advised that due to environmental aspects (covered bridge) and design standards (40' min width) that Lane County is considering widening the causeway, joint funding with the Corps of Engineers, etc., and their reappraisal may take a month or longer.

Mr. Capelle advised that no new assessment would be forthcoming until such design features were decided upon.

The projects are not being dropped, merely delayed.

AS/GC/slc

cc: L.W. Rulien
William Anhorn
Eb Engelmann

PROJECT MANAGEMENT
MAY 26 '76
REFER TO
FOR:
Info | Investigate | R/D | Action | File | Letter | See me

9021

FAP 2281 230
Lane Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
May 13, 1976

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Transmittal of Two "Certification of Consultant" Forms

TO: L.W. Rulien
Project Management

The Consultant Agreements already forwarded to your office were missing the subject form.

Please attach to the Parsons Creek Bridge and the Two Dexter Lake Bridge Projects in Lane County on Marcola Rd and Jasper-Lowell Roads, respectively. F-1 S 228 F-1 S 230

Due to the substantially different environmental aspects of the Dexter Lake Projects, this office is attempting to keep the projects separated.

GC/slc

Forms Attached
to Agreement #'s
to 6-22-76 JHD

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAY 14 76
REVIEWED
FOR
Info | Investigate | R/D | Action | File | Letter | See Me

9021

lane county

May 5, 1976

Mr. Ellis Jones
Oregon State Highway Department
Eugene, Ore.

Dear Ellis:

Please be advised that Lane County will be filing applications for Section 404 permits from the Navigation Division of the Corps of Engineers, if required, on the following Federal Aid projects.

1. Muddy Creek Bridge - Coburg North Road FAS 100 582 (771)
2. Dexter Reservoir Bridges (2) FAS 430 A462
3. Parsons Creek Bridge - Marcola Road FAS 228
4. High Pass Road Bridge FAS 227

The Section 404 permit applications will be submitted at the same time the project applications are filed.

Very truly yours,

George Price
Principal Engineer

GP:jl

copy to Rulien and Turpin

RECEIVED
COUNTY & CITY SECTION
MAY 20 1976
ENGR. COOR. DE AE WE
DPE CE RE DPE

PROJECT MANAGEMENT
MAY 14 76
REVIEWED

ROSEBURG DISTRICT
RECEIVED
MAY 17 1976

Rader

FAS-C
Lane Co.

lane county

May 4, 1976

Mr. Glen L. Clark
Regional Federal Aid Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Clark,

This letter is in regard to our FAS-C application for two bridge replacements on the Jasper-Lowell Road. We are handling these two bridge replacements as a single project.

Enclosed is the project environmental assessment and our consultant agreement with the Oregon Bridge Engineering Company.

You will note that the project environmental assessment has been amended to provide two 12 foot lanes and two 8 foot shoulders for a 40 foot total width.

Please contact us if additional information is necessary regarding this project.

Very truly yours,

Al Driver, Director
Department of Transportation

John E. Goodson

by: John E. Goodson
Transportation Planning Engineer

JEG:cg

RECEIVED
COUNTY & CITY SECTION
JUN 22 1976
☐ ENGR. ☐ COOR. ☒ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUN 18 '76
ROW
Info | Investigate | R/D | Assign | File

9021

Jas 230
Lane Co

Rulien
PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Al Driver, Director
Department of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

April 19, 1976

Dear Mr. Driver:

This is in regard to your FAS-C application for two bridge replacements on the Jasper-Lowell Road.

We need a consultant agreement for each project (forms attached) and the project environmental assessments which you may have already prepared and mailed by this time.

As was the case in the Parsons Creek Bridge project, the ADT requires a deck width of 40 feet. Please prepare a written justification for the 32-foot minimum Region can support.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
APR 21 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GLC/dt
Attachments

cc: L. W. Rulien
B. E. Brown
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
APR 26 1976
☐ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ DE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

9021

fas 230
Lane Co

Salem, Oregon
April 6, 1976

Robert H. Prange
Rural Engineer

Dexter Reservoir Bridges
Jasper-Lowell Road, FAS ~~230~~ 1462
Lane County

Mr. Glen Clark
Region 3 Federal Aid Engineer
Roseburg

As a result of Transportation Commission approval on the subject FAS-C project on March 30, we now need the following in order to start the project development process:

Project Assessment
Consultant Agreement (New Form)
Authority for Survey

We have found that our latest traffic counts show 1,600 ADT at this location and the county's application shows 1,830 ADT. According to the geometric design standards for FAS-C projects the traveled width of bridges carrying this amount of traffic should be 40 feet. If the county is insistent on the 30-foot width as shown in their application, they should submit the proper justification and reasoning for such a choice. Then we can go to FHWA for approval to use the substandard width.

The county was a little vague in the matter of closing the road and detouring traffic during construction. We assume that these details, together with signing, will be part of the consultant's plans.

RHP:sch

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon State Highway Commission
Transportation
ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Projects**

AGENDA
MAR 30 1976

Attached are tabulations and maps describing and locating four proposed Federal-aid Secondary projects--one each in Baker and Washington Counties and two in Lane County.

The project in Baker County is for constructing a bridge over the Powder River on Middle Bridge Road, FAS 01-109, east of Baker. FAS funds required for this project are estimated to be $170,000, of which $19,000 will be the State's cost.

The first project requested by Lane County is a bridge over the Parsons Creek on Marcola Road, FAS 228, northeast of Springfield. FAS funds required for this project are estimated to be $100,000, of which $11,000 will be the State's cost.

The second project in Lane County is for the construction of two bridges over Dexter Reservoir, on the Jasper-Lowell Road, FAS 230, south of Lowell. The estimated FAS funds required for this project are $650,000, of which $72,000 will be the State's cost.

Washington County's project consists of widening and improving Sherwood Boulevard, FAS 634, from Pacific Highway West to Third Street in the City of Sherwood. FAS funds required for this project are estimated at $480,000, of which $53,000 will be the State's cost.

These project requests will be on the agenda for the March 30 meeting and I recommend your approval.

Att.

bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
H. S. Coulter w/att.
L. W. Rulien
V. F. Skoog w/att.
E. L. Hardt w/att.
Alfred Shirley w/att.
W. E. Schwartz w/att.
Don Harwell
George Bell w/att.

RHP:dp dpy

LANE COUNTY
Proposed FAS-C Project

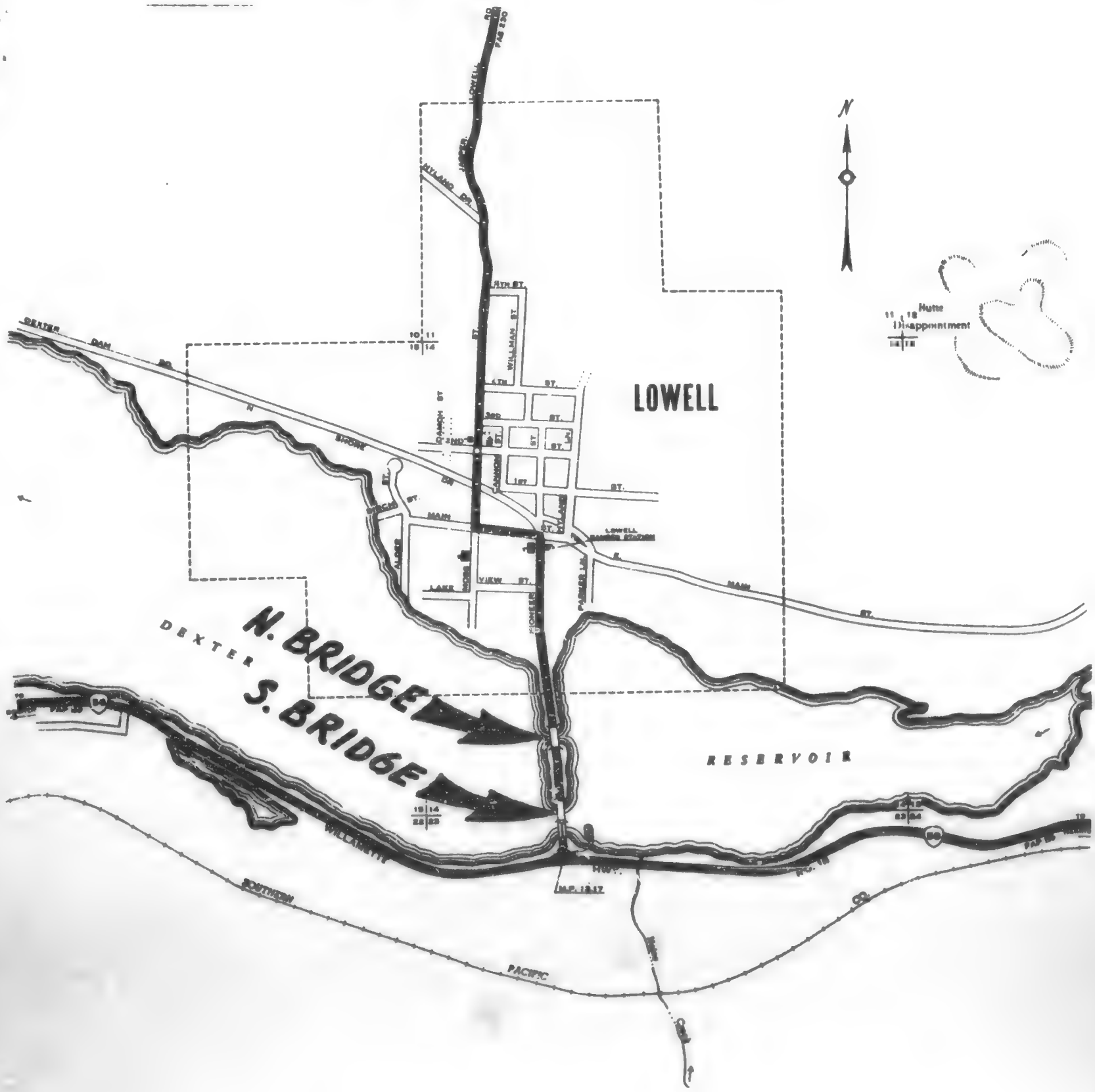
FAS 230
Dexter Reservoir (Jasper-Lowell Road) Bridges Section
Jasper-Lowell Road (Pioneer Street)
Structures (2)
$650,000

Construct two reinforced concrete bridges, both with a travel roadway width of 30 feet. The south structure will be 430 feet long and the north structure will be 210 feet long. Contractor will construct structure and approaches consisting of two 11-foot paved travel lanes and 4-foot gravel shoulders. Contractor will also sign the project, install guardrail, place riprap and remove old bridge.

Consultant will perform preliminary, design and construction engineering.

Additional right-of-way is not acticipated; a public hearing will not be required.

76-c
3/17/76



DEXTER RES. (JASPER-LOWELL RD.) BRS.

DEXTER-LOWELL RD.

FAS ~~230~~

Lane County

A462

9021

PRO 6
FAS 228
FAS 230

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Mr. Al Driver, Director
Department of Transportation
Lane County
135 Sixth Avenue East
Eugene, OR 97401

Dear Mr. Driver:

FAS 228 — 464

This is to advise that your three Bridge Replacement projects; Parsons Creek Bridge on Marcola Road, Dexter Reservoir (both north and south structures) on Jasper-Lowell Road are being processed for Transportation Commission action. ← FAS 230 • A462

At this time we would appreciate your obtaining consultant agreements for all three projects as well as project environmental assessments for all three projects. Attached is a copy of the current assessment form.

We note that the county will be constructing the approaches to the Parsons Creek structure, but you intend contracting the approaches to the Dexter structure. Please advise if federal-aid is to be requested for any portion of the projects other than the actual structures.

Also, please advise, if any, of the engineering will be at 100% county expense.

By a copy of this letter I am asking Mr. Grassman, Regional Design Engineer, to prepare three Authority for Surveys for the States monitoring plan review, contract letting and project assessment review activities.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL A.D ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
MAR - 8 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

GLC/dd
Attach.

cc: L. W. Rulien
Frank Terpin
Walter Hart
William Anhorn
Ellis Jones

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1976
☐ ENGR. ☐ COOR. ☐ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

9021

PRO 6

FAS 230

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 12, 1976

Mr. Al Driver, Director
Department of Transportation
Lane County
135 Sixth Avenue East
Eugene, OR 97401

Dear Mr. Driver:

This will acknowledge your letter of January 30, 1976, transmitting three FAS-C bridge replacement project applications in compliance with the new AOC-State funds redistribution formula.

The three projects are as follows:

$ 75,000 1. Parsons Creek Bridge on Marcola Road. FAS 228

$ 430,000 2. Jasper-Lowell Bridge (South) on the Jasper-Lowell Road. FAS 229

$ 240,000 3. Jasper-Lowell Bridge (North) on the Jasper-Lowell Road. FAS 230

Total — $ 725,000

RECEIVED
COUNTY & CITY SECTION
FEB 1 1976
ENGR. C.JOB. L.E. M.E.
UPE C.E. R.E.

By a copy of this letter the applications are being forwarded to the Project Management Section for review and holding pending possible funding by the redistribution formula.

When positive information is available regarding funding, you will be asked to supply the necessary project assessments, consultant-county agreements, etc.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

PROJECT MANAGEMENT
FEB 17 '76
REFER TO: GW/R
FOR
Info | Investigate | R/C | Action | File | Letter | Can Be

GLC/dt

cc: L. W. Rulien; William Anhorn
Ellis Jones; Eb Engelmann

7021

fas-c

lane county

January 30, 1976

Mr. Glen L. Clark
Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Glen:

We are submitting three applications for bridge replacement on the FAS-C system and are seeking FAS-C funds as per the agreement between OSHD and AOC.

A462

The three bridges to be replaced are: Jasper Lowell Bridge, FAS No. ~~230~~, estimated cost: $250,000; Jasper Lowell Bridge, FAS No. ~~230~~ A462 estimated cost: $400,000; Parsons Creek Bridge, FAS No. 228, estimated cost: $75,000.

The cost estimates include all the work necessary to complete the projects.

The environmental assessments for each project will be submitted separately and will follow approval by OSHD and FHWA.

Our intent is to seek an advance on our FAS-C funding for these projects.

If we have omitted any information, please contact this office.

Very truly yours,

Al Driver

Al Driver, Director
Department of Transportation

AD:cg

cc: Don Harwell, Oregon State Highway Div., Salem, Oregon ✓
George Price, Principal Engineer, Lane County
John Goodson, Transportation Planning Engineer, Lane County

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ DE ☐ RPE ☐

Rev. 10/29/75

9021

consultant

COUNTY ROAD FAS-C PROJECT REQUEST

A462

Name of County Lane FAS No. ~~230~~ Date

County Road Name Jasper-Lowell

Section Name Jasper Lowell Bridge Dexter Reservoir (Jasper-Lowell Rd) Br's

Type of Project Bridge Construction

Location of Project (Attach sketch map) South structure - Co# 14-1W-23

ADT 1830 (1974) Design Speed

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes X No ____

	ADT	DHV
1986 / 1992		

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
FEB 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width _____
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Dexter Reservoir

2. Name of bridge (Lane Co. Bridge #19-1W-23)

3a. Dimensions of existing bridge. Length 431 Roadway Width 23 Type AC
b. Dimensions of existing approaches. Type AC Width 20 Shoulders 2

4. Type of design and material used in existing bridge.
Wood Covered Bridge and wood trestle approaches

5. Location (please attach map with location marked):
Section 23 Township 19S Range 1W W.M.

6. Desired width of proposed bridge ~~20~~ 40' Approx. length ~~430~~ ? 430'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

~~431 x 40 = 17,240~~ 30' x Existing Length of
40 x 430 x 40 = 688,000

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) basic concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes X No_____
By State? Yes_____ No X

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? UNKNOWN Yes_____ No_____

13. Must a new detour be constructed? UNKNOWN Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No_____

16. Will County sign project outside work area during construction? Yes_____ No X

17. Will Contractor sign project outside work area during construction? Yes X No_____

18. Approaches or Connections: By County? Yes_____ No X
By Contractor? Yes X No_____
Traveled surface: Type AC Width 22
Shoulder surface: Type Rock Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No
    By County ____ Contractor X
    Right side only? Yes ____ No X
    Both sides? Yes X No ____
    (NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ____ No X
    Use for detour? Yes ____ No X
    Removed by County? Yes ____ No X
    Removed by Contractor? Yes X No ____
    Salvaged by Contractor for County? Yes ____ No X
    (NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
    By County? Yes ____ No X
    By Contractor? Yes X No ____

23. Will any of the following utilities be attached to this structure?
    a. Water mains: Yes ____ No X Size ____
       Company ____
    b. Sanitary sewer mains: Yes ____ No X Size ____
       Company ____
    c. Storm sewer: Yes ____ No X Size ____
       Company ____
    d. Gas mains: Yes ____ No X Size ____
       Company ____
    e. Power lines: Yes ____ No X Size ____
       Company ____
    f. Telephone lines: Yes ____ No X Size ____
       Company ____
    g. Other Utilities: ____
       ____

24. Does County wish provisions made for future utility attachment to structure? Yes X No ____

25. Does County wish lightpost bases and conduit installed? Yes ____ No X

26. Does County wish complete job of illumination in project? Yes ____ No X

27. Is project contingent upon other factors? Yes ____ No X
    (Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____
Shoulder surface and width _____, _____
S or W Side - Travelway surface and width _____, _____
Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State?	Yes_____	No__X__
By Consultant?	Yes__X__	No_____
By County?	Yes__X__	No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No__X__

3. Construction plans and specifications to be prepared:

By State?	Yes_____	No__X__
By Consultant?	Yes__X__	No_____
By County?	Yes_____	No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum_____ Minimum_____

2. Is any additional right of way needed? Yes_____ No__X__
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No__X__

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No__X__

5. Should State prepare options? Yes_____ No__X__

6. Should material source site be included in right-of-way descriptions? Yes_____ No__X__

7. Is there any merchantable timber on right of way? Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No__X__
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No__X__
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____
_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes_____ No_____
If yes, give type and name of utility company:_____
_____

13. Are utilities on existing right of way by permit_____or by franchise_____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No__X__
If yes, give name of irrigation company or district_____
_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance:_____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing_____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop Signs_____
Crossbucks_____ Automatic bell_____ Gates_____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing date? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X

Remarks re Section IV:_____
_____
_____
_____

V. MATERIAL SOURCES DATA

N/A

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Screen_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ ~~200,000~~ 400,000
2. Available FAS Funds $ 462,116
3. Does County wish advancement of future Federal funds? Yes X No_____
   Amount_____
4. Date match money is available Now
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: ~~1977~~ F.Y. 76-77

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Lane County Department of Transportation Office
2.	Environmental	Lane County Department of Transportation Office
3.	Public Hearing	Lane County Department of Transportation Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

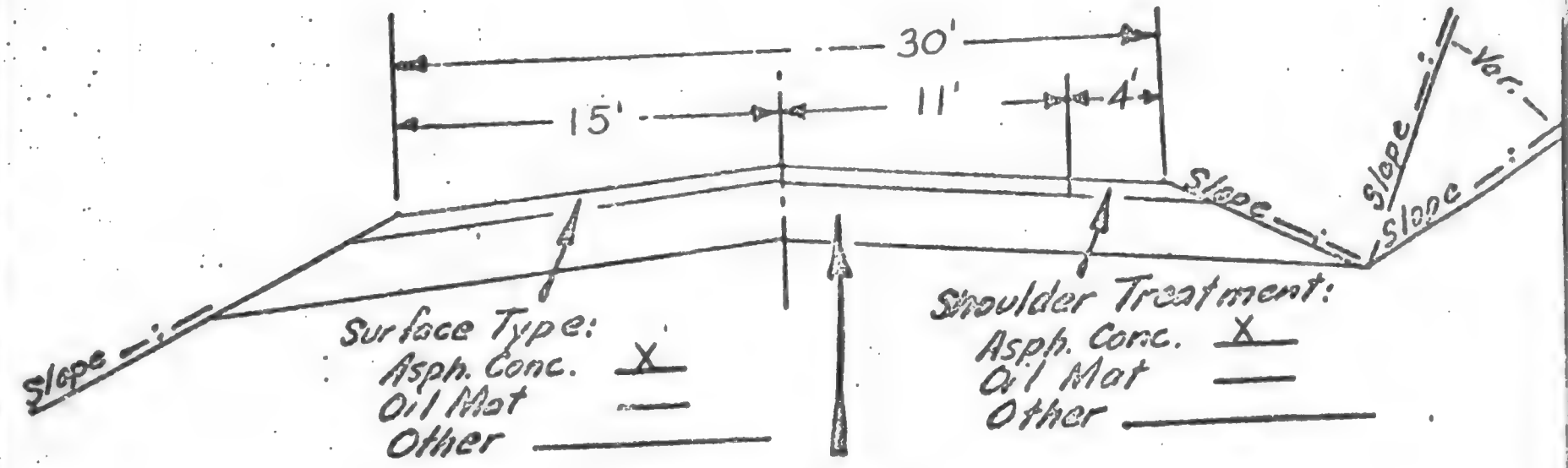
By Robert J. Elfers
ROBERT J. ELFERS
Chief Administrator

By Al Dennis
County Engineer of Roadmaster

County LANE

Date Jan 30, 76

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat ___
Other ___

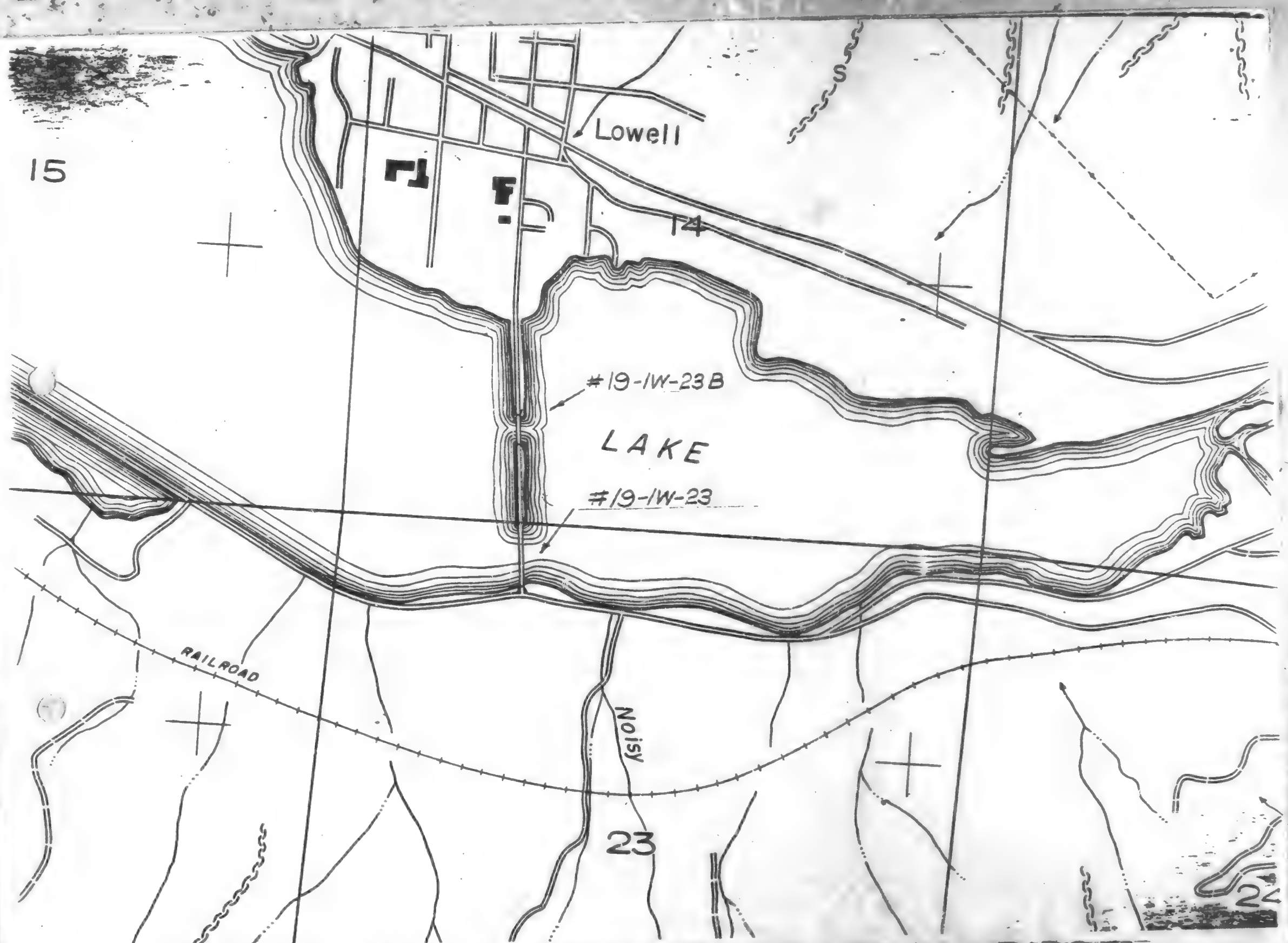
Shoulder Treatment:
Asph. Conc. X
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___



VICINITY MAP JASPER LOWELL BRIDGES

Rev. 10/29/75

9021

Consultant

COUNTY ROAD FAS-C PROJECT REQUEST

A462

Name of County Lane FAS No. ~~230~~ Date

County Road Name Jasper Lowell

Section Name Jasper Lowell Bridge Dexter Reservoir (Jasper-Lowell Rd) B's

Type of Project Bridge Construction

Location of Project (Attach sketch map) North structure - Co # 19-1W-23B

ADT 1830 (1974) 1600 (State '74) Design Speed

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes X No ____

Will County hire consultant for this project? Yes X No ____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width ____

2. Shoulders: Type ____
(AC, Pug Cold Mix, Oil Mat)
Width Each Side ____ Total Top Width ____

3. Grading and Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
FEB 18 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes_____ No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes_____ No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width _____
Travelway width and surface _____, _____
Shoulder width and surface _____, _____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Dexter Reservoir

2. Name of bridge (Lane Co. Bridge #19-1W-23B)

3a. Dimensions of existing bridge. Length 209 Roadway Width 23 Type Wood
b. Dimensions of existing approaches. Type AC Width 20 Shoulders 2

4. Type of design and material used in existing bridge.
Wood stringers, decking and wood piling

5. Location (please attach map with location marked):
Section 23 Township 19S Range 1W W.M.

6. Desired width of proposed bridge ~~30~~ 40' Approx. length 210'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

~~30' x 210' x 40 - $252,000~~

40 x 210 x 40 = 336,000

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Basic concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes X No ____
By State? Yes ____ No X

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? UNKNOWN Yes ____ No_____

13. Must a new detour be constructed? UNKNOWN Yes ____ No ____

14. Will detour be constructed & maintained by County: Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes X No_____

16. Will County sign project outside work area during construction? Yes_____ No X

17. Will Contractor sign project outside work area during construction? Yes X No_____

18. Approaches or Connections: By County? Yes_____ No X
By Contractor? Yes X No_____
Traveled surface: Type AC Width 22
Shoulder surface: Type Rock Width 4
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No
By County Contractor X
Right side only? Yes No X
Both sides? Yes X No

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes No X
Use for detour? Yes X No
Removed by County? Yes No X
Removed by Contractor? Yes X No
Salvaged by Contractor for County? Yes No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes No X
By Contractor? Yes X No

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes No X Size
Company
b. Sanitary sewer mains: Yes No X Size
Company
c. Storm sewer: Yes No X Size
Company
d. Gas mains: Yes No X Size
Company
e. Power lines: Yes No X Size
Company
f. Telephone lines: Yes No X Size
Company
g. Other Utilities:

24. Does County wish provisions made for future utility attachment to structure? Yes X No

25. Does County wish lightpost bases and conduit installed? Yes No X

26. Does County wish complete job of illumination in project? Yes No X

27. Is project contingent upon other factors? Yes No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

28. Existing roadway on either side of bridge:

N or E Side -	Travelway surface and width	AC	22
	Shoulder surface and width	Rock	4
S or W Side -	Travelway surface and width	AC	22
	Shoulder surface and width	Rock	4

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State?	Yes ____	No X
By Consultant?	Yes X	No ____
By County?	Yes X	No ____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:

By State?	Yes ____	No X
By Consultant?	Yes X	No ____
By County?	Yes ____	No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum_____ Minimum_____

2. Is any additional right of way needed? Yes_____ No__X__
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes_____ No__X__

4. Should State negotiate and acquire right of way in behalf of County? Yes_____ No__X__

5. Should State prepare options? Yes_____ No__X__

6. Should material source site be included in right-of-way descriptions? Yes_____ No__X__

7. Is there any merchantable timber on right of way? Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No__X__
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____
_____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes_____ No_____
If yes, give type and name of utility company:_____
_____

13. Are utilities on existing right of way by permit_____or by franchise_____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes_____ No__X__
If yes, give name of irrigation company or district_____
_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing _____

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes _____ No _____

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes _____ No X
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing date? Yes _____ No _____

29. Will P.U.C. application be made by State _____, or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X

Remarks re Section IV: _____
_____
_____
_____

V. MATERIAL SOURCES DATA N/A

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 250,000
2. Available FAS Funds $ 462,116
3. Does County wish advancement of future Federal funds? Yes X No_____
   Amount_____
4. Date match money is available Now
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: ASAP

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Lane County Department of Transportation Office
2.	Environmental	Lane County Department of Transportation Office
3.	Public Hearing	Lane County Department of Transportation Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

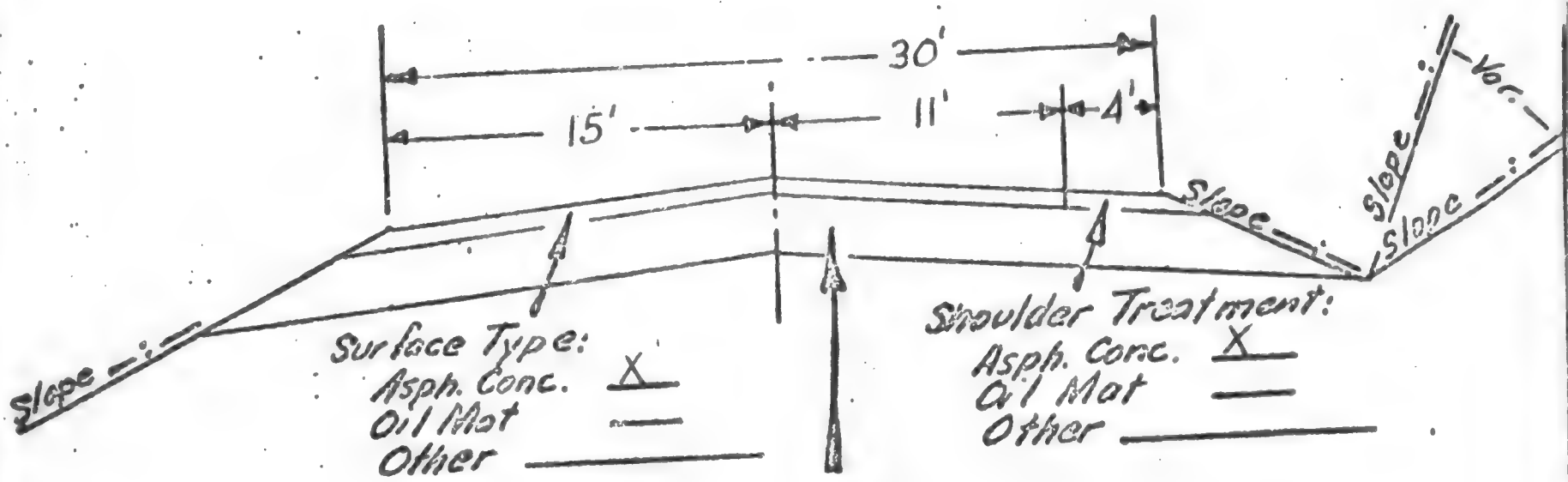
By Robert Elfers
ROBERT J. ELFERS
Chief Administrator

By Al Druin
County Engineer of Roadmaster

County LANE

Date Jan. 30, 76

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat —
Other —

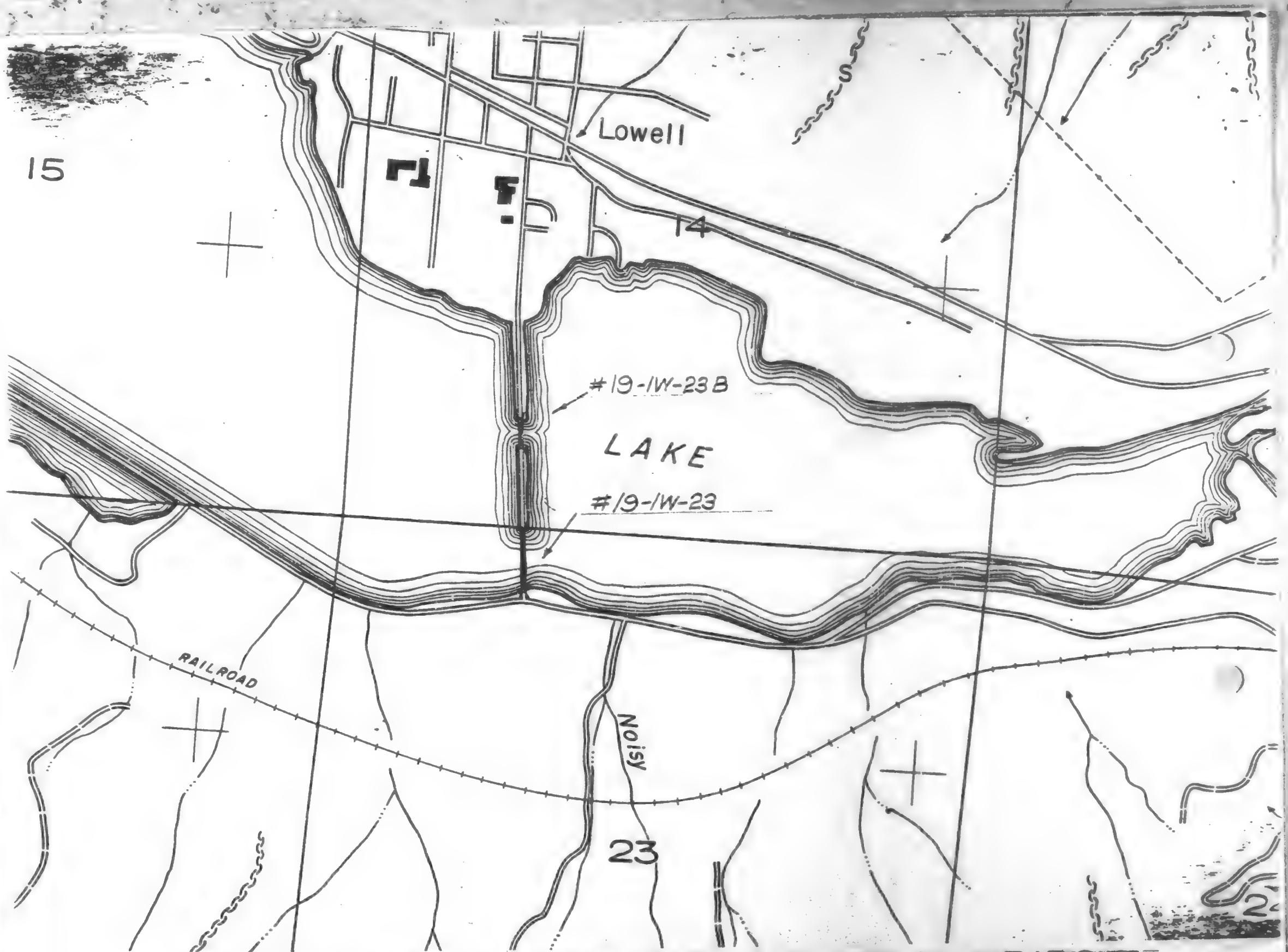
Shoulder Treatment:
Asph. Conc. X
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone X
Asph. Treated —
Cement Treated —

No. of Lanes —
Lane Width —
Shoulder Width — or Shy Dist. from Curb —
Median Width —
Total Width between Curbs —

Foot paths:
Asph. Conc. —
Gravel —

Curbs:
Type "C" —
Curb & Gutter —
Other —



VICINITY MAP JASPER LOWELL BRIDGES

7021

Lane Co

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

A462

FAS ~~230~~

January 10, 1972

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the Application of Lane County for authority to alter and reconstruct a railroad-highway undercrossing of the tracks of the Southern Pacific Railroad Company at MP 9.96, Section 23, T. 18S., R. 2W., W.M., Lane County, Oregon

Dear Tom:

Herewith I hand you a copy of Order No. 72-5 issued by the Public Utility Commission under date of January 4, 1972, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosure
cc: Frank Morgan
C. T. Keasey
T. W. Litchfield
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JAN 11 1972
ENGR. COOR. AE UE
HPE CE RE RPE

Order No. 72-5

Crossing No. CF 611.9B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-575

In the Matter of the Application of Lane County for authority to alter and reconstruct a railroad-highway undercrossing of the tracks of the Southern Pacific Railroad Company at MP 9.96, Section 23, T. 18 S., R. 2 W., W.M., Lane County, Oregon

ORDER

On October 1, 1971, Lane County duly filed an application with the Commissioner seeking authority to alter and reconstruct an existing county road undercrossing of the tracks and right of way of the Southern Pacific Transportation Company, in Lane County, Oregon. This undercrossing is designated CF 611.9B.

Copies of the application were duly served upon Southern Pacific Transportation Company and the Oregon State Highway Commission.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter and reconstruct the undercrossing as requested herein is granted.

RECEIVED
COUNTY & CITY SECTION
JAN 11 1972
☐ ENGR. ☐ COOR. ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(2) Applicant shall:

(a) perform the necessary construction work and bear all costs thereof; and

(b) upon completion of construction, maintain the road at the undercrossing and bear all costs thereof.

Made, ordered and effective JANUARY 4 1972.

PUBLIC UTILITY COMMISSIONER OF OREGON

Djarmuid F. O'Scannlain
Public Utility Commissioner

9021

C9 ft 1006

A G R E E M E N T

THIS AGREEMENT made and entered into this 1st day of Oct. _____, 1947, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and Lane County, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called the "County", party of the second part;

copy 7 C29 + Hwys. Jasper-Lowell

W I T N E S S E T H :

RECITALS:

1. The road which serves the Jasper-Fall Creek-Lowell area is a county road and as such has been selected and designated as a Federal Aid Secondary Highway No. 230.

2. The construction of the Meridian Dam by the Federal Government has made necessary the relocation of a portion of the Southern Pacific Company's main line track.

3. It is proposed that in the relocation of said railroad, said county road shall be crossed at grade.

4. Because of the fact that said county road carries a substantial volume of local as well as state traffic, it is the opinion of these parties that an unnecessary and unjustifiable hazard will be created should said railroad cross said highway at grade.

5. It is the opinion of these parties that in the interest of public welfare every effort should be made to find a possible location which will make unnecessary a railway-highway crossing at grade.

NOW, THEREFORE, based upon the foregoing recitals it hereby is agreed as follows:

1. The State and the County agree to join forces in a cooperative effort and to survey and study the proposed relocation and other possible routes for both highway and railroad, and if possible find a location for either railroad or county road, or both, which will avoid a crossing at grade of highway and railroad.

2. That each party to this agreement instruct its engineering staff to make such joint survey and study and report in writing to their respective employers at the earliest possible date the results of their joint labors.

3. That each party heretofore obligates itself to contribute toward the cost of such survey and study the sum of Five Hundred and No/100 ($500.00) Dollars.

4. These parties have been by their respective engineers advised that One Thousand Dollars will cover the cost of said survey and necessary incidental work thereto; therefore, this agreement is made upon the basis of such advice and in this connection it is expressly understood that neither party is financially obligated beyond the total sum of One Thousand Dollars, or Five Hundred Dollars for each party.

5. There is attached to this agreement a blueprint marked "Exhibit A" and by this reference made a part hereof for such purpose as it may serve.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

STATE OF OREGON, by and through its State Highway Commission

ATTEST:

_____
Secretary

By _____
As Chairman

By A.W. Schaupp
As Commissioner

APPROVED:

W.C. Williams
Act. State Highway Engineer

By Fern R. Chandler
As Commissioner

APPROVED:

_____
Chief Counsel

Party of the First Part

LANE COUNTY, by and through its County Court

By Clinton Hurd
County Judge

ATTEST:

W.B. Dilland
County Clerk

By W.J. Holland
County Commissioner

By Allen P. Wheeler
County Commissioner

Party of the Second Part

JMD:avh
9/15/47

1979 Twin Meadows Rd.-Santiam 9022
Jct. Sec. of the N. Santiam
Hwy. (Paving)

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

BUD 3-4
X CON 6

TO: C. T. Keasey
Assistant State Highway Engineer -
Construction Engineer

DATE: September 28, 1981

SUBJECT: Twin Meadows Road - Santiam Jct. Section
North Santiam Highway
(1980-81 Region 2 Maintenance Budget--related)

Copy 3
BUD

It would be helpful to us, in preparing a response concerning the attached letter for Mr. Coulter, to have a "history track" relative to just how the 50,000(+) cubic yards of 3/4"-0 rock was initiated and authorized.

Would you please send whatever you can dig up in that context, hopefully in time to be able to meet our 10/2/81 assignment deadline.

As best Maintenance can recall, we knew nothing of this rock production contractual "add on" until receiving Mr. Fredricksons 9/14/81 letter, hence our immediate problem in properly responding to and for Mr. Coulter.

ORIGINAL SIGNED BY JOHN W. ...

John W. Sheldrake
Maintenance Operations Engineer

JWS:sv

Attachment

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
SEP 29 '81
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

9022

June 9, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

COW 5
#9022

Gentlemen:

On June 2, 1981, we wrote to you concerning release of final payment on Contract No. 9022 awarded to J. C. Compton Company for paving on the Twin Meadows Road-Santiam Junction Section of the North Santiam Highway in Linn County.

The total contract amount is $2,342,275.66 including $31,209.80 for work performed under force account.

Sincerely,

Robert W. Gowmen
CONSTRUCTION SERVICES

cc: J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Kessey
Walt Hart
C. O. Fredrickson

49022 File L-1

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

7022 162

February 4, 1981

J. M. Martin
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Twin Meadows Road-
Santiam Junction
North Santiam Highway
Linn County

Your "as constructed narrative report" for the project indicated work on the job went reasonably well except for some problems with aggregate quantities and gradation.

We were pleased to note the traffic control measures set up for the project worked well for you. The gradients on the job, as you pointed out, made it necessary to provide plenty of advance warning for vehicles traveling downgrade to the work area.

FE:ab
cc: C. O. Fredrickson

Warren
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakarich

RECEIVED
FEB 5 - 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

4.22

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Twin Meadows Rd.-Sant. Jct.	WEEK ENDING: Nov. 22, 1980	
	SECTION PREFIX: 122-1142	
HIGHWAY: North Santiam	COUNTY: Linn	
NAME OF JOB: Twin Meadows Rd.-Santiam Jct.	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 9022	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: August 28, 1979	DATE WORK STARTED: September 10, 1979	ESTIMATED COMPLETION DATE: 10/17/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: ~~Calendar~~ 308 Calendar	WORK DAYS USED: 308
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 2,164,232.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~94~~ 100
EXCLUSIVE OF ENGINEERING: $ 1,987,220.30	ENGINEERING AUTHORIZATION: $ 177,612.08	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,899,172	ENGINEERING COST TO DATE: $ 132,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN - 4.4 %	PERCENT OF AUTHORIZATION: 74 %	DATE PROJECT WAS COMPLETED: 10/17/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		11.5			11.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED		11.5			11.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15,300 Ton	50,000 CY		58,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE		21,095	52,797		55,213
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		same	same		same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: ___dozer, ___end dump, ___loader, ___blade, ___paver, ___roller, ___tack cart, ___water wagon, ___backhoe, ___belly dumps, ___drill rigs, ___flatbed truck, ___pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 24 1980
CONSTRUCTION BRANCH

Keasey, Richards, Hopkins, Berg, Johnson, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Nov. 17, 1980	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Send final estimate was delivered to Region Office on Friday.

PROJECT COMPLETED

FINAL REPORT

SIGNED by J. M. Martin, Resident Engineer LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

#9022

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1980

In Reply Refer to
File No. CON 5 #9022

J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Re: Time Extension Request
Twin Meadows Rd.-Santiam Jct.
Contract No. 9022

Noted HSC

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A contract time extension of eight calendar days is granted due to extra work performed on the project.

This extension will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
Jack Martin
Robert Church

RECEIVED
STATE HWY ENGR
NOV 14 '80
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

Form 734-0122

9022

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer

DATE: September 5, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Intimidation of Highway Division Personnel
Twin Meadows Road-Santiam Junction

I have read your report of September 2, 1980, on the incident(s) that occurred on the subject project with regard to the contractor's superintendent, Lloyd Clark, and have also read the diary excerpts from the inspector's diary.

It is my opinion that the actions taken were entirely proper.

In response to the particular questions posed in your letter, I offer the following:

1) Do our personnel have to take this kind of treatment from contractor's superintendents?

   No, they do not and should not.

2) Do the circumstances warrant the removal of the superintendent with the threat of a shut-down order if necessary?

   Yes, under the circumstances described.

RECEIVED
STATE HWY ENGR
SEP 8'80
REFER TO
FOR
Info Branch R/D D/R Sec Act File

3) Would a shut-down order have been overruled by higher authority if issued by this (your) office?

   No, not by this office under these circumstances.

4) Was the compromise agreed to too much of a concession on my (your) part?

   No, given these circumstances and the timing on the completion of the project.

5) Shall we, through you (me), attempt to bar Mr. Clark from OSHD work or would we be wasting our time?

   A superintendent or workman can be removed from a project for cause, as provided in the general specifications. However, legal advice is that this action

can only be taken on a specific project for cause on that project. He could not be barred from working on other projects except for cause of action on those projects.

I trust these responses will assist you in future project administration.

CTK:fr

cc: H. S. Coulter

9021

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 2, 1980

Region 2, Salem

FILE:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Intimidation of State Highway Division Personnel

TO: C. T. Keasey
Asst. State Highway Engineer

NOTED
H. S. COULTER

On Wednesday, August 20, 1980, Ted Litchfield and I stopped at the crusher/paving plant setup at the Minto quarry where J. C. Compton Construction Co. is producing the aggregates and asphaltic concrete for the Twin Meadows-Santiam Junction project. During our conversation with the inspectors on the project at that time (Tony Mandich from Albany and Robert McDonald from Region 2), we were advised that the crusher superintendent, Mr. Lloyd Clark, had, in addition to verbal abuse of our inspectors, threatened them with physical abuse on a number of occasions. We were also advised that this matter had been taken up with Mr. Clark by Keats Oliver and that no change in Mr. Clark's attitude had been noticed by the inspection personnel.

On Thursday, August 21, 1980, I attempted to contact Mr. John Compton and prepared a letter to him asking for the removal of Mr. Clark from this project. This letter was to be mailed on August 22. On August 22, Mr. Compton met with me in my office and we discussed the situation. Mr. Compton assured me that he would talk to Mr. Clark and that this type of harassment would stop. He also complained about our testing frequency and asked for more inspectors on the project. I destroyed the first letter, which he read while in my office, and wrote a somewhat softer letter which is attached for your information.

In keeping with my conversation with Mr. Compton, I requested that Jack Martin (our resident engineer on the project) assign an additional inspector to the project. I also checked into the testing frequency and found that it exceeded the required frequencies of our normal procedures.

On Wednesday, August 27, 1980, Jerry Wimer, Jack Martin and Keats Oliver met with me late in the afternoon and advised me of an incident which had taken place that day wherein Mr. Clark had staged a fight with one of his own personnel; had staged the killing of this person; and had made our inspector believe that he was in danger of an attack by Mr. Clark with a chain saw. He was understandably scared and left the project. During the rest of the afternoon, I discussed the situation with both John and Jay Compton and agreed to discuss it again with Mike Flanigan and Lloyd Clark at Keats Oliver's office in Albany at 9:00 a.m., August 28, 1980.

On August 28, 1980, I met with Mike Flanigan and Lloyd Clark of J. C. Compton Construction Co. and with Keats Oliver and Paul Meyers of OSHD from 9:00 a.m. to 10:30 a.m. Clark admitted to "playing a practical joke" on our inspector and admitted that he "might have" threatened our inspectors with a beating in the past. I suggested again that Mr. Clark be removed from the project and was prepared to write a shut-down order if they refused. Instead, Flanigan offered to act as project manager and be personally responsible for Lloyd Clark's behavior and has written a letter to that effect. I accepted this offer, since the job whould be completed within a short period of time. This was not accepted very well by the OSHD personnel involved. I also arranged for a different inspector to be sent from Salem to replace Mr. Meyers on this project.

It is difficult to determine the precise course of action which should have been taken by this office and to determine whether additional action should be taken. I do not believe that our personnel should be subjected to this type of treatment. Certainly, we expect that our inspectors will disagree with contractor personnel and that there will, occasionally, be some rather heated discussions. Intimidation by threats and "practical jokes" is somewhat beyond what is normally to be expected. Our inspector is afraid of Mr. Clark, and he should not be placed in this type of a situation.

We are attaching copies of the diary information we have received from the inspectors involved. Please review these and try to advise this office on the following points: Discussed w/ COF I-advised

1) Do our personnel have to take this kind of treatment from contractor superintendents? No.

2) Do the circumstances warrant the removal of the superintendent with the threat of a shut-down order if necessary? Yes -

3) Would a shut-down order have been overruled by higher authority if issued by this office? Not by me. —

4) Was the compromise agreed to too much of a concession on my part? I Don't know. —

5) Shall we, through you, attempt to bar Mr. Clark from OSHD work or would we be wasting our time? We can't bar — We can insist he stay in line or exclude him from specific jobs after he acts up. —

I sincerely hope that another situation like this one doesn't come along for a long time; but should it occur, the answers to the above will help us determine the proper way of coping with it.

COF/dlm
Attachments

cc: H. S. Coulter w/ attachments

REGION 2 ENGINEER
RECEIVED
AUG 25 1980
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

August 22, 1980

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention: John Compton

Dear Mr. Compton:

As discussed with you in my office this morning, we see no reason for your crushing superintendent, Mr. Lloyd Clark, to continue with a pattern of verbal harassment and threats in his relationship with our inspectors on the Twin Meadows-Santiam Junction contract. Since our conversation, I have received excerpts from the inspectors' diaries documenting specific instances, and I can see no way that this type of behavior can be anything but disruptive to the orderly progress of the work. This is especially difficult to understand when everyone involved considers Mr. Clark to be an especially well qualified superintendent and no one can see any necessity for this type of action on his part.

The testing frequency on the project, so far as we can determine, is within or in excess of the testing frequency required. Since you feel that an increased number of tests would be helpful to you, the Resident Engineer has been instructed to place an additional inspector on the project during the period of paving activity, so that you may be advised of any problems which might occur in a timely manner. Should additional assistance be needed, it will be provided by the Region office.

I appreciated your visit to my office and the opportunity to discuss with you both our problems and yours. I also appreciated your willingness to discuss with Mr. Clark his relationship with our personnel. I sincerely hope that this problem can be resolved quickly so that no further action on the part of this office will be required.

Very truly yours,

C. O. Fredrickson
Region 2 Engineer

COF/dlm

cc: Jack Martin
H. S. Coulter
C. T. Keasey
Region Engineers (1, 3, 4 & 5)

Tuesday (Day of Week) August (Month) 26 (Date) 1980

Weather

4 ROTOR-EX AND 5 COLD FEED TESTS A DAY THERE IS HARDLY TIME TO SEE TO ANY OTHER DETAILS OF JOB.

BECAUSE OF THE WAY THIS JOB IS SET UP AND THE OBVIOUS ERRATIC RESULTS, I DONT feel THAT AT THIS POINT ANY PRACTICLE DATA COULD BE OBTAINED.

All above TESTS ARE BEING RUN ON TWO 8" SHACKERS. BETTER EQUIPT. WOULD MAKE JOB FASTER AND MORE ACCURATE.

(Signature)

WEDNESDAY (Day of Week) AUGUST (Month) 27 (Date) 1980

Weather CLOUDY DRIZZLE

CRUSHER AND A.C. PLANT OPERATING. ALL A.C. COLD FEED TESTS FAILING. BILL NASH SHUT DOWN JOB AT 10:25± DUE TO THE COMBINATION OF WET WEATHER AND TOO COARSE MATERIAL

AT 10:30 I I WENT OVER TO GET A.C. AGGR. TEST. I WAS LOOKING FOR KEITH TO TAKE SAMPLE. LLOYD CLARK SPOTTED ME AND MOTIONED THAT KEITH WAS IN CONTROL ROOM. KEITH WAS IN CONTROL ROOM. LLOYD YELLED "WHAT THE FUCK ARE YOU DOING IN HERE. I TOLD YOU TO GET OUT OF HERE" I STEPPED OUTSIDE OF CONTROL ROOM AND THEY ARGUED INSIDE, CULMINATING IN KEITH THROWING CARD BOARD BOX AT LLOYD ON HIS WAY OUT. LLOYD CAME OUT TO ME AND SAID "I'LL GET YOUR FUCKING SAMPLE. WHERE THE HELL IS YOUR SAMPLER I TRIED TO SHOW HIM BUT HE HEADED BACK TO CONTROL ROOM AND STARTED YELLING AT KEITH AGAIN. ALL THIS TIME HE WAS DROOLING

(Signature)

CONTINUED

WEDS (CONT) 19—
(Day of Week) (Month) (Date)

Weather CLEAR OVER HIMSELF. THEY GOT HIME OUT AND LLOYD MOTIONED ME TO HEAD TOWARD STOCKPILES. I WENT AHEAD AND HE AND KEITH FOLLOWED. HE TURNED AROUND AND STARTED ARGUEING AND PUSHING UNDER CATWALK. LLOYD THEN PICKED UP PICK. KEITH TOOK OFF RUNNING AROUND CATWALK. I RAN AFTER TO SEE IF I COULD HELP. BY THE TIME I GOT AROUND CATWALK IT APPEARED THAT THE PICK WAS IMBEDDED IN KEITH'S BACK, IN THE RIGHT KIDNEY AREA AND KEITH WAS LYING THERE MOTIONLESS. LLOYD THEN PICKED UP THE CHAINSAW AND BEGAN TRYING TO START IT, APPARENTLY TO ATTACK KEITH WITH IT. KEITH'S T-SHIRT NEAR WHERE THE PICK WAS IMBEDDED APPEARED DARK, AS IF BLOOD STAINED. I CHARGED THE CHAINSAW AND TRIED TO STOP LLOYD. WE WRESTLED WITH THE CHAINSAW FOR A FEW SECONDS AND I LOOKED UP TO

(Signature)

CONTINUED

WEDS (CONT) 19—
(Day of Week) (Month) (Date)

Weather LLOYD'S BROTHER RICHARD WHO WAS STANDING ON THE CATWALK DIRECTLY ABOVE US WATCHING. I MOTIONED TO RICHARD TO COME DOWN AND HELP, KEEPING ONE HAND ON THE CHAINSAW. HE JUST WATCHED AND MADE NO MOVE. AT THIS TIME LLOYD, WHO IS OVER 200 LBS AND THE MEANEST LOOKING MAN I HAVE EVER MET, STARTED TO COME AT ME WITH THE CHAINSAW. HE NEVER DID GET THE CHAINSAW STARTED. I TURNED AND RAN LIKE HELL THROUGH A VERY HAZARDOUS AREA, UNDER THE CATWALK AROUND OPERATING CRUSHER BELTS, THROUGH THE AREA WHERE THE LOADER IS STOCKPILING AGGR. AND DOWN TO OUR TRUCK. I CALLED TO TONY MANDICH AND GARY PAULSON AND GOT THEM IN THE TRUCK AND HEADED OUT TO CALL COPS AND AMBULANCE. TONY SAID JAY WAS AT A.C. PLANT AND WE WENT TO HIM, AS HE HAS A RADIO IN HIS TRUCK. HE SAID HE THOUGHT THAT THEY WERE JUST KIDDING, BUT AT MY INSISTANCE HE WENT

(Signature)

CONTINUED

WED (CONT) (Day of Week) (Month) (Date), 19—

Weather CLEAR TO TALK TO LLOYD LOOK WAS NOW ON CATWALK TALKING TO HIS COTHER. JAY THEN DROVE OUT OF PIT, LATER CALLING BACK TO A.C. PLANT WHERE I WAS. AND SAID TO TELL ME IT WAS ALRIGHT. NO OTHER EXPLANATION. BILL (A.C. PLANT OPERATOR) WENT OVER AND TALKED TO LLOYD CLARK, BUT CAME BACK AND SAID THAT THEY WOULDN'T SAY ANY THING AT ALL ABOUT IT. NO SIGN OF KEITH AT ALL. WHEN I SAW THAT LLOYD CLARK WAS NO LONGER ON THE CATWALK, I LEFT WORK, DROVE TO IDAHNA, LOADED UP MY BELONGINGS AND HEADED FOR ALBANY. UPON LOOKING BACK, IT APPEARS THAT THIS WAS AN ELABORATE PRACTICAL JOKE AS WHEN I GOT MY FIRST PAYCHECK IN AM. KEITH TOLD ME THAT HE THOUGHT LLOYD WAS LOSING CONTROL AND THAT HE NO LONGER TRUSTED HIM. HE ASKED THAT WE WOULD GO EASY ON LLOYD IN OUR CONTACT AS IT ALL COMES BACK DOWN ON HIM. WHEN I WENT BACK

(Signature)

CONTINUED

WEDS (CONT) (Day of Week) (Month) (Date), 19—

Weather AN HOUR LATER TO DELIVER TEST RESULTS TO CRUSHER CONTROL ROOM AS WAS OUR PRACTICE, LLOYD GOT OFF CATWALK AND WENT INTO CONTROL ROOM. I WENT INTO CONTROL ROOM AND HANDED HIM THE TEST RESULTS. HE WAS IN THERE SHAKING HIS HEAD, LOOKING DAZED AND HAD ABOUT 3" OF SNOT RUNNING OUT OF ONE NOSTRIL AND DOWN OVER HIS MOUTH AND CHIN. I LEFT IMMEDIATELY AND WENT BACK TO TEST LAB FEELING SORRY FOR THE MAN, AND HOPING HIS PREVIOUS CONFICTS WITH US HAD NOT BROUGHT THIS ON. I DISCUSSED THIS WITH TONY, AND ASKED JAY COMPTON TO SEE IF LLOYD WAS ALRIGHT. AT THIS TIME I NOTICED THAT KEITH, LLOYD AND RICHARD WERE ALL UP ON THE CATWALK FOR A LONG TIME TALKING, A VERY UNUSUAL SITUATION. IN RETROSPECT, I IMAGINE THAT THEY WERE DISCUSSING DETAILS OF "PRACTICAL JOKE". I TOOK THE WHOLE MATTER

CONTINUED

(Signature)

WED (Day of Week) CONTINUED (Month) (Date), 19—

Weather VERY SERIOUSLY, AND
TRULY BELIEVED THAT KEITH WAS
REALLY HURT OR WORSE. I DO
NOT INTEND TO RETURN TO
PIT AS LONG AS LLOYD IS ON
JOB, BECAUSE IN ADDITION TO
ALL HIS PREVIOUS THREATS TO
MYSELF AND TONY, THIS IS MORE
THAN MY NERVES CAN BEAR. NO
ONE SHOULD HAVE TO WRESTLE WITH
A CHAINSAW WIELDING, DROOLING,
HOMICIDAL MANIAC EVEN IF IT IS ALL
A CLEVERLY STAGED PLAY. I LOST
MY HARD HAT DURING MY FLIGHT
AND HAVE NO PLANS TO GO BACK
FOR IT.

D. A. Mayes

(Signature)

(Day of Week), (Month) (Date), 19—

Weather

(Signature)

FRIDAY (Day of Week) AUGUST (Month) 15 (Date) 19 80

Weather WE ARRIVED AT CRUSHER AT 6:45. IMMEDIATELY TOOK COLD FEED SAMPLE. AS I WALKED OVER TO CRUSHER AT 6:50 TO TAKE A SAMPLE, LLOYD CLARK SHUT OFF CRUSHER WHICH HAD BEEN RUNNING 3/4-0. THE MATERIAL UNDER THE END OF THE BELT APPEARED VERY COURSE AND ALMOST TOTALLY LACKING IN FINES. CRUSHER STARTED BACK UP @ 10:00 AM PRODUCING A.C. AGGREGATE. AT 10:30 AM I CONTRACTOR HAD WELDER FABRICATE STEEL PLATES TO KEEP MATERIAL FROM DRIBBLING OFF OF BELT AT LOCATION DISCUSSED YESTERDAY. I TOLD JAY COULTON THAT FROM NOW ON WE WOULD DIRECT ALL COMMUNICATIONS TO AND FROM CRUSHING OPERATIONS THROUGH HIM & THAT WE WILL NOT TOLERATE ANY CONTACT WITH LLOYD CLARK AT ALL. THIS INCLUDES ALL TEST RESULTS AND ANY PROBLEMS ARISING FROM THE CRUSHING OPERATIONS. I TOLD HIM THAT IT HAS BECOME IMPOSSIBLE FOR US TO WORK WITH LLOYD CLARK, AND THAT HE COULD HANDLE THE MATTERS OR HIRE A GO BETWEEN. I ALSO TOLD HIM

CONTINUED (Signature)

FRIDAY (Day of Week) CONTINUED (Month) (Date) 19

Weather THAT IF THIS ISN'T WORKED OUT, WE WILL PULL OUR SCALE MAN OFF THE JOB. I ALSO INFORMED HIM THAT THE REJECT 3/4-0 STOCKPILE AND THE FRONT HALF OF THE REGULAR 3/4-0 PILE WERE OUT OF SPEC AND TOLD HIM THAT HE WOULD HAVE TO TO SHOW HIM WHICH PART OF THE STOCKPILE IS GOOD BEFORE WE WOULD WEIGH ANY 3/4-0 TRUCKS KEATS OLIVER WAS ON SITE DISCUSSED THE SITUATION WITH US AND MIKE FLANNIGAN. WE RAN (2) ROTOREX TESTS (2) COLD FEED TESTS AND (2) SETS OF A.C. AGGREGATE TESTS.

Paul Stoppe

(Signature)

CONFIDENTIAL

8-21-80

REGION 2 ENGINEER
RECEIVED

G.W. Wimer
Region Construction Engineer

Tony Mandich and Paul Meyers, Inspectors on the crusher on the Twin Meadows - Santiam Jct. project, have had major problems with Lloyd Clark, the crusher Superintendent. On Wed., 8-20-80, these problems were discussed between Tony, Chuck Fredrickson and Ted Litchfield. Chuck & Ted asked for copies of Tony & Paul's diaries to be sent to Region. Copies of all their crusher diary entries up through August 15 are enclosed. The entries pertinanent to the crusher personnels' attitude and methods have been highlighed in pink on the top of the page.

These problems have been discussed several times between me and Jack Martin. Jack has talked to Allen Hay about them and I have talked to Mike Flanagan, Jay Compton and Lloyd Clark about them with little relief.

The straw that broke the camels back came on Thursday 8-14 and Friday 8-15. I had discussed with Lloyd

about mid-day the need for an additional Inspector. We had been getting tests on all their production at well above our in-house minimum testing frequency and had not had any particular problems. Lloyd wanted more tests. After I left the project Lloyd set about to create problems and I believe the situation is well explained in the inspectors diaries. There was absolutely no imediate need for him to change to 3/4-0 that night and no imediate need to change back to A.C. aggregate at 6:30 the next morning.

Lloyd is a very competent crusher operator with respect to quality and quantity of production but his methods of verbal abuse and threats and his quick and violent temper have no place in a civilized society and particularly no place in Region 2's construction projects.

I would highly recommend having him banned from Region 2 if at all possible.

Kirk Davis

On any job there is always a possibility of a dispute between the contractor and the state with reference to conditions, which, at the time they occur, appear to be trivial.

It is imperative therefore that our field records indicate every detail of the construction from start to finish and that these records recite all conversation with the contractor and give complete data as to each minute detail involved in any change whether in plans, procedure, schedule of operations or, in fact; anything which might in any degree whatsoever affect the contractor's costs.

The diary shall be entered, signed and dated each day and forwarded to the office with other records at the completion of the job.

At the close of the day's entry a line shall be drawn through the unused portion of the page as evidence that the entries were made on the actual date indicated at the top of the page. If, later, it is found that some other item or incident should have been recorded to make an entry on the page for the date the omission was discovered together with a cross reference on the date the incident occurred.

If a wrong entry is made cross it out. Make no erasures.

The diary shall contain the following information:

1. Each and every conversation, pertaining to the prosecution of the work, with the contractor or his representative on the job including verbal instructions pertaining to methods of prosecuting the work, time schedule of operations, acceptance of materials and all orders of any character whatsoever which might in any degree affect the contractor's costs.

2. A detailed record of weather conditions including water stage, temperature, etc.

3. A record of any condition encountered which differs from that shown on the plans or in the specifications. This will include a complete log of character of material encountered in excavations. If cofferdams, footing sizes or depths are changed in any degree whatsoever or if the contractor is requested to prosecute any particular part of the work in advance of other operations a detailed record must be made in the diary.

Everything which happens on the job from start to finish is to be recorded in the diary.

TUESDAY (Day of Week) MAY (Month) 27 (Date) 1980

Weather CLOUDY COOL

TONY MANDICH & MYSELF MOVED OVER AND FOUND LODGING IN SISTERS. J. C. COMPTON HAD CRUSHER MOVED IN BUT NOT SET UP. LLOYD CLARK INFORMED ME THAT HE INTENDS TO USE N.E. CORNER OF STOCKPILE CLEARING AS CRUSHER SITE AND HAUL SHOT ROCK DOWN FROM QUARRY. THIS WILL LEAVE SOUTH SIDE OF CLEARING FOR STOCKPILE SITE. HAUL ROAD AND STOCKPILE SITE ARE VERY MUDDY. AT 2:00 P.M. COMPTON BEGAN ROCKING HAUL ROAD ON EXTRA WORK, USING (1) CAT 966B LOADER (1) D9 CAT (4) 12 YD END DUMPS, AND CARL LINGO & RON BLACK AS FLAGMEN. (1) END DUMP QUIT WORK AT 3:00 P.M. REST OF CREW QUIT AT 4:00 P.M. LLOYD CLARK SAID THEY PLAN TO START AT 7:00 AM WEDS. THEY ARE HAULING EXCESS CUTBANK MATERIAL FROM (1) MILE WEST ON NORTH SIDE OF HWY 20. IT WAS MENTIONED THAT FOREST SERVICE MAY NOT ALLOW US TO CONTINUE TO HAUL OUT OF THIS AREA. HAULING CINDERS, OR SHOT ROCK AT A PRICE AGREEMENT WERE DISCUSSED AS ALTERNATIVES, BUT NO DECISION.

L O Meyers
(Signature)

* SEE MAY 28 ENTRY

WEDNESDAY (Day of Week) MAY (Month) 28 (Date) 1980

Weather PARTLY CLOUDY - COOL

NOTE: YESTERDAYS EXTRA WORK SHOULD BE ADJUSTED TO SHOW THAT THE LOADER WORKED 3½ HRS, THE DOZER WORKED 3 HRS, FOREMAN & PICKUP WORKED 4 HOURS, FLAG MEN WORKED 3 HOURS (1) END DUMP WORKED 3 HOURS, (3) END DUMPS WORKED (4) HOURS. THESE CHANGES REFLECT TRAVEL AND SET UP TIME. COMPTON WAS HAULING ROCK FROM ROADSIDE SITE 1 Mi ± WEST OF QUARRY TO HAUL ROAD FROM 7:00 AM. TO 8:00 AM WHEN FOREST SERVICE NOTIFIED THEM THAT THEY COULD NO LONGER USE THIS SITE. THEY THEN MOVED OVER AND STARTED HAULING REJECT CINDERS FROM LITTLE NASH CRATER CINDER PIT. ON EXTRA WORK. USED (1) FLAGMAN (RON BLACK) FOR (1) HOUR, (1) CAT 988B LOADER FOR 10 HOURS, (1) CAT D-9 DOZER FOR 10 HOURS, (1) LABORER FOR (6) HOURS, (6) END DUMPS HAULED FROM 7:00 AM TO 5:30 P.M. (4) END DUMPS HAULED FROM 1:30 PM TO 5:30 PM. (1) END DUMP HAULED FROM 1:00 PM TO 5:30 PM. JACK MARTIN & KEATS OLIVER LOOKED AT JOB AND DISCUSSED LLOYD CLARKS PLAN TO MOVE STOCKPILE SITE AND PUT CRUSHER IN THE ESTABLISHED

(Signature)

SAME (Day of Week) (Month) (Date) 19

Weather SAME

STOCKPILE SITE. JACK SAID HE WOULD TALK TO HOWARD JOHNSON, AND GET BACK TO US. HE ALSO SAID THAT WE COULD BUY SHOT ROCK AT LLOYD CLARK'S PROPOSED $1.00 PER YARD PRICE IF NECESSARY. AT 5:00, LLOYD CLARK TOLD US THAT HIS OFFICE CALLED IN AND SAID THAT THEY HAD THE OK. TO MOVE THE STOCKPILE SITE TO THE SOUTH END OF AREA. D-9 CAT DID SOME LEVELING AND SHAPING OF NEW STOCKPILE AREA AND STARTED PUTTING CINDERS ON THE SAME. NO WORK WAS DONE ON SETTING UP CRUSHER.

Paul Mayo

(Signature)

THURSDAY (Day of Week) MAY (Month) 29 (Date) 1980

Weather PARTLY CLOUDY, COLD.

CONTRACTOR WAS PLACING CINDERS IN STOCKPILE AREA AND ON HAUL ROAD. CINDERS WERE COMING FROM FOREST SERVICE CINDER PIT @ LITTLE NIASH CRATER. CONTRACTOR MOVED LAB SHACK INTO PLACE. TONY MANDICH AND MYSELF UNLOADED OUR TEST EQUIAMENT AND GOT SCRAP WOOD FROM MAINTENERCE STATION TO SHELTER OUR SHAKER. LLOYD CLARK TOLD ME "WE CAN GO OFF THE JOB ANYTIME AND SETTLE THINGS MAN TO MAN. YOU'LL THINK I'M THE MEANEST SON OF A BITCH YOU EVER MET." THIS WAS IN RESPONSE TO MY SHOWING HIM THE LIMITS OF THE AREA WE WERE WILLING TO CINDER ON EXTRA WORK. HE WAS ALSO MAD ABOUT MY SHOWING HIS MEN THE CINDERING LIMITS EARLIER, AND SAID ALL COMMUNICATIONS SHOULD GO THROUGH HIM. SHORTLY AFTER HE SIMMERED DOWN. DAVE DAY CAME OUT TO JOB AND DELIVERED ELECTIC OVEN AND E.W.O. FORMS. USED (1) LOADER (1) D9 CAT (1) LABORER (11) END DUMPS, (2) OF WHICH HAD PUPS. FINISHED CINDERING STOCKPILE AREA AND GRADING HAUL ROAD AT 4:30 PM. CINDERS HAVE BEEN STOCKPILED TO COVER THOSE PORTIONS OF THE STOCKPILE AREA NOW COVERED WITH EQUIPMENT.

G. D. Meyers
(Signature)

FRIDAY (Day of Week) MAY (Month) 30 (Date) 1980

Weather Partly cloudy - cool

Contractor placing MATERIAL IN FOR RAMP @ Feeder AND ERECTING Chrusher. USEING 5 TRUCKS TO HAUL. SIGNS USED WERE TEMPORARY with flags (FLAGMAN AND + BE PREPARED TO STOP AND TRUCKS) 2:15PM-5 Two FLAGMAN Jerry LeRoy & Rosie Gibson. 2:45PM-5

Note: ON 5-29-80 we requested lab to BE PUT NEAR AND UPWIND OF DISCHARGE Belt. Lloyd Clark SAID THAT IF HE PUT it where WE WANTED, WE WOULD HAVE TO PROVIDE OUR OWN POWER AND WATER.

I told him to go AHEAD AND PUT IT where he wanted. He put it APPROX. 60' AWAY AND UPWIND FROM JAW AND FEEDER. (OBVIOUS HIGH NOISE AND DUST AREA)

5-30-80 CAME IN THIS MORNING TO CLEAR AREA AND MAKE COVER FOR 18" SHAKER. While waiting FOR PAUL M. to get here I WAS WATCHING CONTRACTOR SET UP CHRUSHER. I WAS completely out of the WAY OF ANY EQUIPT. Dick Clark who WAS OVER ON EQUIPT. yelled over AND ASKED IF I WAS GOING TO GET IN the WAY, I shook my HEAD NO!

OVER

(Signature)

FRIDAY (Day of Week) MAY (Month) 30 (Date) 1980

Weather CONTINUED FROM previous page

He stated quote (you had better NOT OR you'll get your ASS stepped ON)

I only DOCUMENT THE ABOVE CIRCUMSTANCES because of THE problems ENCOUNTERED THIS week. This seems to show that the CONTRACTORS people ARE going out of their WAY to be UNCOOPERATIVE

Tom SNOOK FROM AS STARTED PUTTING UP SIGNS @ 1:30PM. He SAID HE GOT PERMISSION FROM JACK MARTIN TO USE FLOOD Lights ON SIGNS INSTEAD OF FLASHERS. Also he's putting SOME SIGNS ON LARGE bases, he only had post hole digger AND COULD NOT get thru LARGE ROCKS

Tony Marshek
(Signature)

MONDAY (Day of Week) JUNE (Month) 2 (Date) 1980

Weather SNOW showers

1st shift,

Lloyd CLARK SAID HE WOULD NOT START DUE TO SNOW (APPROX. 1" ON HWY @ 9:30AM). MAY START ON 2nd shift.

Tony Marshek

2nd shift

SNOW SHOWERS. AT 3:30 P.M. LLOYD CLARK TOLD US HE PLANS TO START AT 8:00AM. TOMORROW, WEATHER PERMITTING.

Paul Myers

(Signature)

TUESDAY (Day of Week) JUNE (Month) 3 (Date) 1980

Weather SNOW AND RAIN SHOWERS

CONTRACTOR STARTED HAULING ROCK FOR RAMP @ 8:00 AM, USING (3) FLAGMEN, (6) END DUMPS (1) CAT 988 B LOADER IN QUARRY AREA (1) CAT 980 C LOADER WORKING ON RAMP (HAD (2) FOREMEN AND (6) LABORERS WORKING ON CRUSHER. STARTED CRUSHER AT 3:30 P.M. TONY MANDICH & I WALKED UP TO QUARRY SITE AND LOOKED AT OPERATION. THEY ARE MIXING THE SHOT ROCK WITH OLD TALUS MATERIAL IN FORWARD END OF QUARRY. THIS MATERIAL LOOKS VERY DIRTY. KEATS OLIVER WAS AT JOB FROM 10:30 TO 2:30 P.M. TONY AND I STAKED STOCKPILE IN AM AND GAVE LLOYD CLARK LANS FOR ~~AR~~ STOCKPILE. WE ALSO TOOK X-SECTIONS ON ORIGINAL GROUND. AT 6:00 P.M. WE GOT 110 CURRENT TO LAB SHACK. STILL NO H_2O. WE ASKED FOR 220 CURRENT BUT WERE REFUSED. LLOYD CLARK SAID THAT MATERIAL CURRENTLY BEING PRODUCED WILL GO ON "H.R." LIN AND NOT IN STOCKPILE ENTIRE LAB SHACK IS WIRED THRU (1) 15 AMP BREAKER WHICH KICKS OUT WHENEVER WE HOOK UP BIG

CONTINUED

(Signature)

CONTINUED

TUESDAY (Day of Week) JUNE (Month) 3 (Date) 1980

Weather SHAKER, WHICH WE REWIRED FOR 110 CURRENT. AT 8:00 P.M. LLOYD CLARK SAID HE WOULD LOOK INTO BREAKER SITUATION. I LEFT JOB AT 8:20 P.M.

Paul Meyers

SECOND SHIFT:

TONY MANDICH RAN (2) SAMPLES BY HAND, BOTH FAILING (TOO FINE) LLOYD CLARK DID NOT SHOW UP ON 2ND OR 3RD SHIFT. FOREMAN SAID HE WAS NOT ALLOWED TO CHANGE PLANT, SO TONY LEFT. NOTE: THEY SAID THE MATERIAL THEY ARE NOW CRUSHING IS FOR "H.R." LINE ROAD.

Paul Meyers

(Signature)

WEDNESDAY (Day of Week) JUNE (Month) 4 (Date) 1980

Weather SCATTERED SHOWERS.

I DROVE TO ALBANY AND PICKED UP 8" SHAKER AND ROCKING HORSE MANUAL SHAKER, AS I WAS UNABLE TO GET A NEW MOTOR FOR OUR 18" SHAKER. LEFT AN ORDER FOR SHAKER MOTOR THAT RUNS ON 110 CURRENT. JACK MARTIN, KEATS OLIVER, & GERRY WIMER VISITED JOB I GOT BACK @ 1:30 P.M. CONTRACTOR WAS HAULING 3/4-0 AGGREGATE BACK TO "H R" LINE. USING (2) LOADERS (6) TRUCKS (2) FOREMEN (6) LABORERS (3) FLAGMEN FOR 6 HRS JACK WILLS STOPPED & DISCUSSED MUD ON ROAD, BUT AGREED THAT ROCKING "HR" LINE WOULD PROBABLY SOLVE PROBLEM LLOYD CLARK REWIRED LAB SHACK TO USE THE 30 AMP BREAKER. RESTARTED CRUSHER AT 5:00 PM. RAN ONE TEST AND IT PASSED NOTIFIED LLOYD CLARK. TALKED TO LLOYD CLARK, AND HE AGREED TO BRING IN H_2O TRUCK ON FRIDAYS TO WASH OFF HWY. HE SAID STATE SHOULD EITHER PUT MORE ROCK ON HAUL ROAD OR PAY ½ CLEANUP. HE TOLD ME HE PLANS TO LEVEL OUT EXISTING NON SPEC PILE IN STOCKPILE AREA AS HE CLAIMS HE HAS 24HRS TO GET IN SPEC.

(Signature)

P.S. I TOLD LLOYD CLARK OUR FLAGMEN COULD NOT STOP TRAFFIC.

SECOND SHIFT:

WEDNESDAY (Day of Week) JUNE (Month) 4 (Date) 1980

Weather SAME AS DAY SHIFT

(Signature)

THURSDAY (Day of Week) JUNE (Month) 5 (Date), 1980

Weather RAIN - COLD

CONTRACTOR HAD (5) TRUCKS HAULING ACROSS RD, (2) LOADERS (1) D-9 CAT (2) FOREMEN (6) LABORERS (1) CRUSHER MAKING 3/4-0 AGGREGATE. CONTRACTOR DID PUT SOME 3/4-0 AGG ON HAUL ROAD TO STOCKPILE SITE, BUT ASKED ME IF HE COULD CUTOUT SOFT SPOTS & PUT 3/4-0 IN. I SAID I WOULD ASK JACK. CHUCK REEVES BROUGHT OUT AND HOOKED UP NEW SHAKER MOTOR @ 10:30 AM. HE WITNESSED (1) TEST AND TOOK A RECORD SAMPLE. HOWARD JOHNSON, FRED LUCHT & JACK WILLS VISITED JOB @ 2:00 PM. USING (3) FLAGMEN TO AID TRUCKS XING RD. RAN (3) PASSING TESTS.

Paul D Meyers

SECOND SHIFT: TONY RAN (2) PASSING TESTS.

Paul D Meyers

(Signature)

FRIDAY (Day of Week) JUNE (Month) 6 (Date), 1980

Weather CLOUDY - SHOWERS - COOL

SAME EQUIPMENT AS YESTERDAY CRUSHING 3/4-0 ROCK. RAN (2) TESTS & INFORMED CONTRACTOR OF RESULTS CONTACTOR CLEANED OFF ~~AS~~ HIGHWAY WITH GRADER & WATER TRUCK. STILL USING (3) FLAGMEN. ENDED SHIFT @ 4:30 PM.

Paul D Meyers

SAT, SUN JUNE 7 & 8.
NO WORK ON PROJET.

Paul D Meyers

(Signature)

MONDAY (Day of Week) JUNE (Month) 9 (Date) 1980

Weather PARTLY CLOUDY. COLD

1st shift:

Lloyd Clark DECIDED to START @ 6:00AM ON MONDAYS INSTEAD OF 8:00AM. Chrusher PLUGGED A FEW TIMES TODAY due to LARGER FLAT ROCK COMMING IN.

KEATS UP today PICKED UP STRAIGHT LINE CHART FOR LAST WEEK.

3 TESTS TODAY, ALL PASSING

SECOND SHIFT: INFORMED LLOYD CLARK THAT SIGNS AND LIGHTING WOULD NEED MAINTENENCE BEFORE TOMORROW NIGHT. RAN (2) PASSING TESTS.

(Signature)

TUESDAY (Day of Week) JUNE (Month) 10 (Date) 1980

Weather Mostly clear - WARM - CLOUDY IN EVENING

1ST Shift

No problems today.

MEASURED UP SIGNS AND Lloyd Clark MADE NESSARY REPAIRS.

RAN 2 tests first shift, ONE SECOND ALL PASSING

NIGHT SHIFT: PARTLY CLOUDY. RAN (2) PASSING TESTS. NO PROBLEMS. DEFECTS IN SIGNING HAVE BEEN CORRECTED.

(Signature)

Wednesday (Day of Week) JUNE (Month) 11 (Date) 1980

Weather Mostly Cloudy, COOL.

1st Shift: Took 3 test today All passing. Some oversize rocks were noticed by Jack Martin and I had second shift foreman check for hole in screen, was none. I watched and found that when trucks bring in small rock the screens are full and some rock bounces out onto belt. Went down to Albany and picked up sand equiv. Solution. Tony Mendez

2nd shift cloudy-drizze ran (2) passing tests. No problems

Paul Meyers

(Signature)

Thursday (Day of Week) June (Month) 12 (Date) 1980

Weather Cloudy-showers

1st Shift: Contractor hauling rock from Hogg Rock Quarry to stockpile site and crushing 3/4-0 maint. agg. Same men and equip as previous.

Paul Meyers

2nd shift: Cloudy-drizzle ran (2) passing tests. Had Lloyd Clark raise light which had slipped down on "trucks" sign on west end. No problems.

Paul Meyers

(Signature)

FRIDAY (Day of Week) JUNE (Month) 13 (Date) 1980

Weather RAIN = OCCASIONAL SHWRS

CONTRACTOR RAN 8HR shift today, shut down @ 4:30PM

Two tests today both passing

Tony Marshall (Signature)

MONDAY (Day of Week) JUNE (Month) 16 (Date) 1980

Weather PARTLY CLOUDY - DRIZZLE

CONTRACTOR STARTED HAULING ROCK FROM HOGG ROCK QUARRY @ 6:00AM CRUSHING 3/4-0 MAINT AGG WITH SAME MEN AND EQUIPMENT AS LAST WEEK. AT 4:00PM, OPERATOR TIPPED LOADER OVER ON TOP OF STOCKPILE. NO ONE WAS HURT. RAN (3) TESTS, ONE FAILED ON 1/4-10 SPLIT. RETESTED MATERIAL AND FOUND IT PASSING

Paul J Meyers

SECOND SHIFT:

CLEARING After 9:00PM

RAN two tests tonight both passing, NO problems

Tony Marshall (Signature)

TUESDAY (Day of Week) JUNE (Month) 17 (Date), 1980

Weather SUNNY WARM

CONTRACTOR HAULING & CRUSHING ROCK WITH SAME MEN AND EQUIPMENT AS YESTERDAY. AT 8:45 A.M. I AGAIN INFORMED ALL 3 DAYSHIFT FLAGMEN THAT THEY ARE ONLY TO SLOW CARS, NOT STOP THEM, AND TRUCKS ARE TO STOP BEFORE ENTERING @ HIGHWAY. MAN FROM OSHA CAME OUT TO JOB AND INFORMED MYSELE AND CONTRACTOR OF NUMEROUS SAFETY DEFECTS WHICH ~~HE~~ LLOYD CLARK HAD BEEN WARNED ABOUT ON A PREVIOUS JOB. MOST CONCERNED UNGUARDED SELF CLEANING BELTS. LLOYD CLARK TALKED TO OSHA REPRESENTATIVE. KEATS OLIVER, JACK MARTIN, JACK WILLS & HOWARD JOHNSON CAME UP TO JOB. DISCUSSED STAKING OF STOCKPILE. HOWARD JOHNSON SAID WE WERE TO DO NO MORE CLEARING OR LEVELING ON EXTRA WORK. THREE MEN FROM FOREST SERVICE SHOWED UP ½ HOUR AFTER THE REST LEFT. DISCUSSED POSSIBILITY OF SOME CRUSHER OPERATION AFTER 5:00PM FRIDAY. NO CONCLUSION. I WEIGHED OUT (1) CUBIC FOOT OF OUR AGGREGATE, AND FOUND IT TO WEIGH 95.57 LBS OR YIELD 0.77519379 C.Y. PER TON. THIS IS

(Signature)

CONTINUED

TUES (Day of Week) CONTINUED (Month) (Date), 19

Weather CONSIDERABLY LARGER THAN THE 0.66 C.Y. PER TON WE HAD BEEN PREVIOUSLY USING. @ 4:45 A LARGE ROCK STOPPED MAIN JAW ON CRUSHER AND WAS DOWN FOR 15 MINUTES. I RAN 3 PASSING TESTS. MOSQUITOS ARE NUMEROUS AND AGGRIVATING. I INFORMED ALL FLAGMEN ON SWING SHIFT THAT THEY ARE ONLY TO SLOW TRAFFIC AND TRUCKS ARE TO STOP FOR TRAFFIC, NOT VICE VERSA.

SECOND SHIFT.

Mostly cloudy. (NOTE: FIRST SHIFT TODAY LOST ONE SET OF ROLLS) I also weighed out 1 cuft material and it came out 94.67 lbs which converted to a factor of .78'244 TON/cuyd. which means that they should reach 50,000 cuyds Wed. Night. I will write a Note to this affect to Lloyd Clark. Howard Johnson said that he wants as close to 50,000 cuyds as possible

2 tests tonight both passing.

(Signature)

WEDNESDAY (Day of Week) JUNE (Month) 18 (Date), 1980

Weather SUNNY. CONTRACTOR HAULING & CRUSHING ROCK WITH SAME MEN & EQUIPMENT AS PREVIOUSLY. KEATS OLIVER BROUGHT UP RECALCULATED STOCKPILE NOTES SHOWING THAT THE STOCKPILE WE HAVE STAKED WILL YIELD 49,750 C.Y.±. LLOYD CLARK & KEATS OLIVER DISCUSSED CLARKS PLANS BEYOND JUNE 20. PLANS ARE NOT DEFINITE BUT HE WILL NOT BE CRUSHING ROCK AT MINTO CREEK FOR AT LEAST (3) WEEKS. DISCUSSED POSSIBILITY OF LEAVING OUR EQUIPMENT IN LAB SHACK AND POSSIBLY LEAVING THE LAB SHACK @ SANTIAM JCT MAINTENENCE YARD UNTIL MINTO CREEK OPERATION STARTS. I WEIGHED OUT ONE MORE 1 CU FT BOX AND CAME UP WITH 94.11 LBS. I RODDED THIS SAMPLE IN AN ATTEMPT TO APPROXIMATE COMPACTED AGGREGATE IN STOCKPILE, BUT NO CHANGE FROM PREVIOUS SAMPLES. MAN FROM OSHA WAS OUT AGAIN TAKING PHOTOS AND WRITING UP VIOLATIONS. HE SAID THAT LLOYD CLARK'S OPERATION IS BORDERING ON CRIMINAL NEGLIGENCE. I RAN (3) PASSING TESTS. LLOYD CLARK DISCUSSED POSSIBILITY OF STOCKPILING AGGREGATE FOR SOUTH SANTIAM JOB

(Signature)

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WEDNESDAY (CONTINUED) (Day of Week) (Month) (Date), 19

Weather AND HOODOO SKI BOWL W/ COVERED AREA NEXT TO N.W. CORNER OF STOCKPILE. I TOLD HIM I DIDN'T SEE WHY NOT AS LONG AS OUR STOCKPILE WAS LEFT NEAT OR BETTER AFTER THIS AGGREGATE IS REMOVED. Paul Mayer

SECOND SHIFT:

CONTRACTOR HAD TROUBLE WITH BELTS PLUGGING TONIGHT. LONGEST DOWN TIME WAS 12:45 AM TO 1:45 AM WHEN BELT UNDER ROLLS PLUGGED

RAN two test tonight both PASSING

Tony Mandell

(Signature)

THURSDAY (Day of Week), JUNE (Month) 19 (Date), 1980

Weather SUNNY - WARM CONTRACTOR WAS HAULING AND CRUSHING 3/4-0 ROCK WITH SAME MEN & EQUIPMENT AS PREVIOUSLY. USED WATER TRUCK TO ALLEVIATE DUST PROBLEMS ON HAUL ROAD. BOB MACDONALD STOPPED BY AND PICKED UP SAMPLE FOR PROGRESS AND RECORD TEST. CONTRACTOR HAS ALREADY STARTED STOCKPILING AGGR. IN CONDERED AREA ON NORTH EDGE OF STOCKPILE. RAN (3) PASSING TESTS

Tom C Myers

SECOND SHIFT: TONY MANDICH RAN (2) PASSING TESTS. SWING SHIFT SHUT DOWN 1/2 HOUR EARLY TO REPLACE SCREEN. TRUCKS DID NOT HAUL ON GRAVEYARD SHIFT. CONTRACTOR FED CRUSHER WITH LOADER FROM ROCK PREVIOUSLY STOCKPILED. LLOYD CLARK TURNED OFF LIGHTS BUT DID NOT COVER SIGNS FOR GRAVEYARD SHIFT.

Tom C Myers

(Signature)

FRIDAY (Day of Week), JUNE (Month) 20 (Date), 1980

Weather PARTLY CLOUDY

CONTRACTOR WAS HAULING & CRUSHING ROCK WITH SAME MEN & EQUIPMENT AS PREVIOUSLY. USING TRUCKS AND FLAGMEN ON DAY SHIFT. RAN (1) PASSING TEST. AT 10:00 AM. TWO MEN FROM FOREST SERVICE CAME AND INFORMED ME THAT THERE WOULD BE NO EXTENSIONS TO THE USE PERMIT FOR THE AREA, AND AS FAR AS THEY WERE CONCERNED, ALL ACTIVITY IS TO CEASE AT 5:00 PM, JUNE 20TH. THEY ALSO INFORMED ME THAT THE PERMIT IS WITH THE O.S.H.A. AND NOT J.C. COMPTON, AND IT IS THE JOB OF THE STATE, NOT THE FOREST SERVICE TO INSURE COMPLIANCE. I THEN LOOKED FOR LLOYD CLARK AND WAS INFORMED THAT HE HAD GONE TO DETROIT AND WOULD BE BACK SHORTLY. I THEN INFORMED RICHARD CLARK (DAYSHIFT FOREMAN) THAT WE WOULD HAVE TO SHUT THE TRUCKS OFF AT 12:00 NOON, AND SHUT DOWN THE CRUSHER AT 5:00 PM. HE SAID THE ONLY WAY WE WERE GOING TO STOP HIM WAS TO STOP LLOYD CLARK. I MENTIONED TO (2) FLAGGIRLS AND (1) TRUCKDRIVER, WHO

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(Signature)

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FRIDAY (Day of Week) JUNE (Month) 20 (Date), 1980

Weather HAD A FLAT TIRE THAT WE MIGHT POSSIBLY BE SHUTTING DOWN AT 12:00 NOON. LLOYD CLARK SHOWED UP AT 11:15 I. I TOLD HIM WE WOULD HAVE TO SHUT THE TRUCKS OFF AT 12:00NOON AND WE WOULD HAVE TO SHUT THE CRUSHER DOWN AT 5:00 P.M. HE SAID THAT HIS OFFICE HAD TOLD HIM THAT THEY HAD AN EXTENSION, AND THAT I WAS OUT OF LINE IN TALKING TO TRUCKERS, AND SAID THAT THEY WOULD PUT IN CLAIM IF MY ACTIONS COST THEM MONEY. BY TRUCKER LEAVING EARLY. TRUCKER WITH FLAT TIRE CONTINUED TO HAUL UNTIL NOON. LLOYD CLARK SAID HE WOULD CALL HIS OFFICE. AT 12:20, HE RETURNED TO LAB SHACK AND TOLD ME THAT HE HAD CALLED FOREST SERVICE AND THEY REFUSED TO GRANT ANY EXTENSION. HE SAID THAT TALKING TO TRUCK DRIVER AND FLAGGIRLS HAD DONE NO HARM AND THAT HE WOULD SHUT OFF TRUCKS AND FLAGMEN @ NOON, AND SHUT CRUSHER DOWN @ 5:00 PM.

(Signature)

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FRIDAY (Day of Week) JUNE (Month) 20 (Date), 1980

Weather SAME. HE ALSO DISCUSSED WHAT WE WOULD LIKE HIM TO DO WITH RAMP OF SHOT ROCK THAT WILL BE LEFT AFTER 5:00 P.M. I MIGHT GUESS THAT THIS RAMP AND OTHER SMALL PILES OF SHOT UNCRUSHED ROCK IN THE AREA AMOUNTS TO AROUND 7000 C.Y., BUT THAT IS ONLY A GUESS. I TOLD HIM THAT AS MUCH OF THIS MATERIAL AS POSSIBLE SHOULD GO INTO MUDDY AREA BY NORTHWEST CORNER OF STOCKPILE. I TOLD HIM THAT THEY WOULD HAVE TO REOPEN LOGGING ROAD THRU AREA IN A REASONABLE LENGTH OF TIME, AND HE SEEMED TO THINK THAT THIS WOULD BE NO PROBLEM. AT NOON, TRUCKS & FLAGMEN WENT HOME. CONTRACTOR TOOK LOADER OUT OF QUARRY AND PUT IT TO WORK FEEDING CRUSHER AND DISPOSING OF MATERIAL IN RAMP TO CRUSHER. TOLD LLOYD CLARK TO COVER SIGNS AND UNCOVER REGULAR SIGNS HE HAD COVERED UP. JACK MARION ARRIVED AT JOB @ 3:00 PM I AND TOLD LLOYD CLARK AND MYSELF THAT THERE WAS NO CHANCE OF THE FOREST SERVICE (CONT

(Signature)

CONTINUED

FRIDAY (Day of Week) JUNE (Month) 20 (Date), 1980

Weather ANTICIPATING ANY EXTENSION AND THE CRUSHING OPERATION WOULD HAVE TO STOP @ 5:00 P.M. ALSO DISCUSSED TRYING TO GET FOREST SERVICE REPRESENTATIVE IN ON MONDAY AND GO OVER WHAT NEEDS TO BE DONE TO CLEAN UP QUARRY AREA. AT 5:00 P.M. CONTRACTOR STOPPED CRUSHER. DAY SHIFT PRODUCTION WAS 2570 Tons. AT 5:15 CONTRACTOR'S MEN STARTED PUTTING SIGNS. I VIEW THIS AS AN UNREASONABLE DELAY AS LOADING AND TRUCKING OPERATIONS ENDED AT NOON. AND I INSTRUCTED LLOYD CLARK TO COVER OR TAKE DOWN SIGNS AT THAT TIME. I LEFT JOB @ 5:15 P.M.

Jon Clifton

(Signature)

MONDAY (Day of Week) JUNE (Month) 23 (Date), 1980

Weather CLOUDY - LIGHT DRIZZLE

TONY MARDICH & MYSELF REMOVED ALL OF OUR EQUIPMENT FROM LAB SHACK AND STORED IT AT SANTIAM JCT. MAINTENENCE YARD. CONTRACTOR HAD (2) LOADERS (1) BOBCAT (1) FOREMAN (3) LABORERS SHAPING STOCKPILE, REMOVING ROCK RAMP TO CRUSHER & TEARING DOWN CRUSHER. JACK WILLS WAS AT STOCKPILE SITE & WE DISCUSSED LEAVING PART OF RAMP IN PLACE FOR FUTURE FILL MATERIAL. I TOLD LLOYD CLARK THAT THIS WOULD BE O.K. BUT HE WOULD HAVE TO OPEN UP ROAD AND UNCOVER COLD DECK OF LOGS BURIED UNDER RAMP. KEATS OLIVER CAME UP AND DROPPED OFF NOTES & X-SECTS FOR SOUTH SANTIAM JOB AND TOLD US THAT THEY WILL BE STARTING IT ON WEDS, AND WOULD LIKE SLOPE STAKES IN CLIMBING LANE AREA. UPON RETURNING TO MOTEL, WE DISCOVED THAT WE HAD THE WRONG X-SECTS AND CALLED OFFICE, ASKING THAT THEY BE SENT UP TOMORROW. WE PUT IN (2) LATH AT 30' ON THE STOCKPILE & TOLD LOADER ORERATOR THAT STOCK PILE WOULD HAVE TO BE BUILT AS STAKED. LLOYD CLARK WAS PRESENT FROM ~~12:00 TO~~ 10:30 AM ONLY.

Carl Mayes

(Signature)

TUESDAY (Day of Week) JUNE (Month) 24 (Date) 1980

Weather CLOUDY SHOWERS

CONTRACTOR HAD (2) LOADERS AND (1) BOBCAT (1) FOREMAN (2) LABORERS SHAPING STOCKPILE AND TEARING DOWN CRUSHER. ALSO HAD D-9 CAT WORKING IN MINTO CREEK QUARRY TONY MANDICH & MYSELF LOOKED IN ON MINTO CR. QUARRY. WE WENT ON TO DETROIT WHERE WE MET KEATS OLIVER AND PICKED UP STAKES AND X-SECS ROLL FOR S. SANTIAM JOB. WE RETURNED TO S SANTIAM JOB AND STARTED TO SLOPE STAKE FROM TEMPLATES DRAWN ON X-SECTS, BUT FOUND STATIONING TO BE DIFFERENT THAN THAT RUN IN. RETURNED TO STOCKPILE SITE, BUT CONTRACTOR DID NOT APPEAR TO NEED ANY LINE OR GRADE AT THIS TIME. WHILE IN DETROIT AND IDAHNA WE LOOKED INTO POSSIBILITY OF FINDING LODGING THERE WHEN WE GET SET UP AT MINTO CREEK.

Paul Meyers

(Signature)

WEDNESDAY (Day of Week) JUNE (Month) 25 (Date) 1980

Weather CLOUDY - RAIN, TONY MANDICH & MYSELF WENT UP TO STOCKPILE SITE AND PUT IN STAKES ON NORTH EDGE OF STOCKPILE. WE THEN WENT DOWN AND SLOPE STAKED CLIMBING LANE AREAS ON SOUTH SANTIAM JOB. AT BREAKFAST I TALKED TO MERT HUNKING AND HE SAID THEY PLANNED TO MOVE IN BACKHOE THIS AFTERNOON AND START GRADING TOMORROW. JACK WILLS INFORMED US THAT THE FOREST SERVICE HAD INFORMED HIM THAT THE PILE OF SHOT ROCK NEAR STOCKPILE AREA WOULD HAVE TO BE MOVED. I RELAYED THIS INFORMATION TO RICHARD CLARK AND HE SAID "SOMEBODY OUGHT TO TAKE THAT SON OF A BITCH OUT BACK AND KICK THE SHIT OUT OF HIM. THEY TOLD US WE COULD OPERATE IN HERE, AND NOW THEY CHANGE THEIR MIND". HE THEN ASKED WHICH FOREST RANGER ASKED THAT THE PILE BE MOVED. I TOLD HIM I DIDN'T KNOW. HE THEN SAID "I'D LIKE TO KNOW WHICH ONE. MAYBE I'LL KICK THE SHIT OUT OF HIM MYSELF. HE CAN SUCK MY SLOPPY DICK." THESE STATEMENTS WERE IN REFERENCE TO THE FOREST SERVICE PERSONNEL. I DOCUMENT

(Signature)

CONTINUED

ENGINEERING COSTS

DATE	ITEM	AMOUNT
JUNE 25, 1980 (CONTINUED)		
THIS EPHISODE, AS IT IS TYPICAL OF THE ATTITUDE OF COMPTON'S PERSONNEL. CONTRACTOR HAD (2) LOADERS (1) BOBCAT (1) FOREMAN (5) LABORERS SHAPING STOCKPILE AND DISMANTLING CRUSHER. JACK MARTIN AND KEATS OLIVER VISITED JOB AT NOON.		

ENGINEERING COSTS

DATE	ITEM	AMOUNT
THURSDAY, JUNE 26, 1980		
RAIN AND SNOW SHOWERS		
TONY MANDICH AND MYSELF MOVED OUT OF MOTEL IN SISTERS. I UNCOVERED PERMANANT ROAD SIGNS COVERED BY CONTRACTOR. CONTRACTOR USING SAME MEN AND EQUIPMENT AS YESTERDAY TO SHAPE STOCKPILE AND DISMANTLE CRUSHER. WE REMOVED ALL OUR LUMBER AND SCRAPS FROM STOCKPILE SITE AND RETURNED IT TO SCRAP PILE @ JCT. STAKED ENDS OF TAPERS FOR TURNOUTS ON N. SANTIAM JOB. STOPPED AT SOUTH SANTIAM JOB AND MADE SURE SUB CONTRACTOR UNDERSTOOD ALL OUR STAKES.		

On any job there is always a possibility of a dispute between the contractor and the state with reference to conditions, which, at the time they occur, appear to be trivial.

It is imperative therefore that our field records indicate every detail of the construction from start to finish and that these records recite all conversation with the contractor and give complete data as to each minute detail involved in any change whether in plans, procedure, schedule of operations or, in fact; anything which might in any degree whatsoever affect the contractor's costs.

The diary shall be entered, signed and dated each day and forwarded to the office with other records at the completion of the job.

At the close of the day's entry a line shall be drawn through the unused portion of the page as evidence that the entries were made on the actual date indicated at the top of the page. If, later, it is found that some other item or incident should have been recorded to make an entry on the page for the date the omission was discovered together with a cross reference on the date the incident occurred.

If a wrong entry is made cross it out. Make no erasures.

The diary shall contain the following information:

1. Each and every conversation, pertaining to the prosecution of the work, with the contractor or his representative on the job including verbal instructions pertaining to methods of prosecuting the work, time schedule of operations, acceptance of materials and all orders of any character whatsoever which might in any degree affect the contractor's costs.

2. A detailed record of weather conditions including water stage, temperature, etc.

3. A record of any condition encountered which differs from that shown on the plans or in the specifications. This will include a complete log of character of material encountered in excavations. If cofferdams, footing sizes or depths are changed in any degree whatsoever or if the contractor is requested to prosecute any particular part of the work in advance of other operations a detailed record must be made in the diary.

Everything which happens on the job from start to finish is to be recorded in the diary.

THURSDAY (Day of Week) JULY (Month) 24 (Date), 1980

Weather SUNNY WARM

STOPPED AT MINTO PIT TO CHECK PROGRESS OF LLOYD CLARK. I WAS INFORMED THAT HE WOULD BE NEEDING TESTING TOMORROW.

WENT BACK TO OFFICE AND PICKED UP EQUIPT, THAT WOULD BE NEEDED.

DISCUSSED TESTING WITH KEATS OLIVER AND WAS INFORMED THAT HE WOULD LIKE AT LEAST 6 OR 8 TESTS ON MATERIAL BEFORE SENDING IN FOR MIX DESIGN. HE ALSO SAID TO TAKE KEITH FOR ASST. AND COME IN AT 6:00 AM.

JACK MARTIN SAID THAT PAUL MEYERS WOULD ALSO STAY ON PROJECT.

Cody Mansfield
(Signature)

FRIDAY (Day of Week) JULY (Month) 25 (Date) 1980

Weather SUNNY, HOT

WE CAME IN EARLY, AND PICKED UP STORED EQUIPT. AT JUNCTION. WE FOUND THAT CHRUSHER WAS NOT RUNNING YET, SO WE USED AVAILABLE TIME TO SET UP TEST LAB. (WE NEEDED IT).

KEATS WAS UP IN AM AND WENT THROUGH JOB WITH JAY COMPTON.

LLOYD CLARK INSISTED THAT HE WOULD GET RUNNING AND WOULD WANT SAMPLES RUN. FINALLY AT 2:45PM SAID HE WOULD NOT BE READY TILL MONDAY @ 8:00 AM.

Tony Mandich
(Signature)

MONDAY (Day of Week) JULY (Month) 28 (Date) 1980

Weather SUNNY-HOT TONY MANDICH & MYSELF ARRIVED AT PIT 8:30 AM CONTRACTOR STARTED CRUSHING A.C. ROCK AT 10:45 AM. WE SAMPLED CONTINUOUSLY THRUOUT DAY IN ORDER TO GET A MIX DESIGN. CHUCK REEVES WAS ON JOB. TEST SHACK IS DOWN WIND OF CRUSHER NEAR JOB, AND DUST IS A SEVERE PROBLEM, BOTH FOR OUR HEALTH AND KEEPING EQUIPMENT CLEAN ENOUGH TO RUN ACCURATE TESTS. TOOK LAST SAMPLE AT 4:30 PM. AND CONTINUED TO RUN TESTS LATE AFTER CRUSHER SHUT DOWN AT 4:30, USING AUXILIARY GENERATOR. AT 4:15 TONY TOOK (3) SAMPLES, (1) OF EACH SIZE TO SEND IN FOR MIX DESIGN. MATERIAL APPEARS TO BE RUNNING FAIRLY CONSISTANTLY. OSHD SURVEY CREW WAS PROFILING "HR" LINE AND SLOPE STAKING WIDENING SECTIONS.

L O Meyers
(Signature)

TUESDAY (Day of Week) JULY (Month) 29 (Date) 1980

Weather SUNNY HOT

TONY MANDICH & MYSELF ARRIVED AT JOB AT 8:25 A.M. AND FOUND THAT THEY WERE ALREADY MAKING 3/4-0 MATERIAL. BOB MACDONALD PICKED UP A.C. ROCK SAMPLES FOR MIX DESIGN TOOK 2 TESTS, BOTH PASSED.

O.S.H.D. SURVEY CREW STAKED WIDENING AREAS, AND ASKED IF TONY OR MYSELF WOULD LOOK IN ON GRADING OF H.R. LINE TOMORROW A.M.

Paul Meyers

P.S. WE ARE UNABLE TO TAKE SAND EQUIVILENT TESTS DUE TO EXCESSIVE VIBRATION.

Paul Meyers

(Signature)

WEDNESDAY (Day of Week) JULY (Month) 30 (Date) 1980

Weather SUNNY Hot

CONTRACTOR CRUSHING 3/4-0 AGGR. 8:00AM TO 4:30PM TOOK 2 TESTS BOTH WITHIN SPECIFICATIONS.

CONTRACTOR GRADING AND BRADEING IN 3/4-0 ON H.R. LINE. TODAY. PUT IN APPROX. 4" OF AGGR. ON HAUL ROAD. CONTRACTOR FORGOT TO BUILD APPROACH AND I REMINPED HIM THIS AFTERNOON.

CREW WAS WORKING ON SLOPE STAKING ON JOB UNTIL NOON, THEN THEY WENT OVER TO HOWARD JOHNSONS JOB TO BLUE TOP BASE ROCK

(Signature)

Thursday (Day of Week) July (Month) 31 (Date) 1980

Weather Mostly SUNNY WARM

CONTRACTOR CHANGED SCREENS AND STARTED RUNNING AGGR. FOR "C" MIX FOR CLEAR LAKE RT — SANTIAM JCT.

RAN 3 SETS OF SAMPLES AND CALCULATED MIX DESIGN. CRUSHER IS MAKING 3 SIZES FOR "C" MIX. APPROX 1/2"-3/8" 3/8" #10 AND #10-0.

(Signature)

FRIDAY (Day of Week) August (Month) 1 (Date) 1980

Weather SUNNY WARM

CRUSHER SWITCHED TO MAKE 1/2"-0 THIS MORNING FOR BASE BECAUSE THEY were RUNNING SHORT. PICKED UP RECORD SAMPLE today.

FIRST SAMPLE TODAY FAILED, INFORMED LOYD AND HE SAID IT COULD BE BECAUSE HE JUST JURY RIGGED THE CRUSHER TO MAKE IT BECAUSE THE GRADING CREW WAS USING IT TOO FAST SECOND TEST PASSED BUT BORDER LINE.

(Signature)

MONDAY (Day of Week) August (Month) 4 (Date) 1980

Weather Mostly clear WARM

Chrusher still RUNNING 3/4"-0 TODAY. ROCK BEING PUSHED DOWN HAS MORE DIRT IN IT TODAY. I ASKED OILER IF THEY HAD MADE ANY ADJUSTMENTS IN PLANT TODAY AND HE SAID THEY HAD NOT, SO PLANT IS STILL JURY RIGGED TO MAKE 3/4"-0

First test today failing" TOO FINE, EXCESS PASS 3/8". 2ND Test FAILED SAME AS FIRST.

(Signature)

Tuesday (Day of Week) August (Month) 5 (Date) 1980

Weather Morning clouds, clear WARM

Chrusher RUNNIG 2 shifts today ON "C" mix AGgr.

Took 1 check test AND it did meet ORIGINAL MIX DESIGN CALCULATED.

Talked to Lloyd CLARK today he said he WAS off MONDAY OR he would have CORRECTED MATERIAL. He said I should have Informed DICK AND he would have CORRECTED 3/4"-0. In the PAST I have been told that NO ONE CAN MAKE ANY CHANGES ON PLANT but Lloyd. So ONLY the MAN taking SAMPLES WAS told. (OILER)

LLOYD SAID that he WAS going BACK to RUNNING "B" MIX tomorrow.

(Signature)

Wednesday (Day of Week) August (Month) 6 (Date), 1980

Weather Clear - warm

Chrusher running "B" mix today
Ian sixth from USES came out and discussed development of quarry area with Paul Meyers & Lloyd Clark. He gave a copy of the USES development plan to Paul Meyers. He said that the only problem he sees is that the trough that Compton built to feed crusher cuts through the benching area. He would like to see some drainage put in with cat upon completion to drain spring H_2O off of bench. He also said that overburden material could be pushed over to east end of quarry if contractor desired as slope up to designated overburden waste areas is very steep.

Lloyd Clark asked me today to check rock going into final screens when I took first samples. When he found out the results and that his stock piles would not be balanced going into AC Plant, he started making

(Signature)

Continued

Wednesday (Day of Week) August (Month) 6 (Date), 1980

Weather

changes in chrusher. He made two changes before second shift started.

Samples by the end of first shift were deviating from originals, sent in for mix Design by as much as 15 and 20%

Using the same % of each stockpile as originally calculated we would end up with excess passing #200. Almost all % single sieve are 3% different from original mix Design.

Discussed this problem with Keats Oliver via phone and he agreed we should either make new mix Design or go back to running what contractor stated that he would run.

Talked to second shift Forman but could not find Lloyd Clark. Forman said he was not allowed to make changes.

Next page

(Signature)

Wednesday (Day of Week) August (Month) 6 (Date) 19 80

Weather

JAY COMPTON ASKED ME TO RUN DRY "C" MIX SAMPLE FOR PLANT @ 5:30PM.

SAMPLE WAS OUT OF SPECS TOO FINE. OPERATOR SAID HE WOULD ADJUST IN MORNING.

Tony Mandeck
(Signature)

Thursday (Day of Week) August (Month) 7 (Date) 19 80

Weather CLEAR - WARM

LLOYD CLARK COMPLAINED THIS MORNING THAT I DID NOT SHOW HIM LAST NIGHTS TEST RESULTS. I INFORMED HIM THAT ALTHOUGH HE LEFT QUARRY AT 2:30PM, I WAS THERE TILL ALMOST 7:00PM.

HE SAID HE MADE ANOTHER CHANGE AT 8:00 PM.

PAUL SINGER FROM HOWARD JOHNSONS OFFICE CAME UP AND ASKED IF ANY OF OUR PEOPLE COULD LOOK IN ON S. SANTIAM JOB. KEATS OLIVER WAS UP IN PM. CHUCK REEVES WAS UP IN AM AND TOOK BACK "B" MIX SAMPLES. HE INFORMED US THAT MIX DESIGN WOULD NOT BE READY TIL THURS OR FRIDAY AT EARLIEST

Paul Meyers

I INCREASED ASPHALT ON "C" MIX THIS MORNING AND IT WAS CUT BACK ABOUT 2 hrs later by Paul Singer. Found out from Glen Boyle that we would not get MIX DESIGN FOR "B" until Next Wednesday Evening.

(Signature)

FRIDAY (Day of Week) AUG (Month) 8 (Date), 19 80

Weather

CONTRACTOR CRUSHING "B" MIX AGGREGATE AND PRODUCING "C" MIX A.C. FOR S. SHINTAIN J.V. CRUSHING OPERATION DOWN IN H.M. DUE TO CAT BREAKDOWN. @ 8:30 AM A.C. PLANT OPERATOR INCREASED #10 - 0 FEED. TEST OF MATERIAL GOING IN OK. but FAILING ON MIX. (PRIOR TO ABOVE CHANGE)

Chrusher DOWN AFTER LUNCH FOR AN HOUR. Recalculated "B" MIX DESIGN USING NEW SIZES. INFORMED DAILY operator of NEW %SOF Piles. Also Told Chrusher operator.

Note: Yesterday JAY Compton claimed that Lloyd AND he were not getting enough testing. I explained my testing to KEATS AND he felt they were getting more than enough (ME TOO).

(See Next PAGE)

(Signature)

FRIDAY (Day of Week) Aug (Month) 8 (Date), 19 80

Weather

Sample of 3/4-1/4 failed this AFTERNOON. WENT BACK OVER TO GET ANOTHER SAMPLE TO check RESULTS, AFTER I had STARTED SHAKING it out Lloyd CAME OVER AND SAID he KNEW it WAS NO good BECAUSE he HAD A 5" hole IN his SCREEN. He SAID he would dump MATERIAL OVER BANK.

He ALSO SAID THAT he would like TO USE Reject pile (MATERIAL SCALPED ON 3/4" SCREEN) for 3/4"-0. We SAMPLED this ON THURSDAY AND found THAT IT HAD excess FINES, SO he SAID he MIXED SOME of today 3/4-1/4 (Reject) with it.

I SAID WE COULD test it but I doubt THAT A LOADER COULD MIX IT EVENLY. I DISCUSSED with KEATS AND I will test it MONDAY.

(Signature)

MONDAY (Day of Week) AUGUST (Month) 11 (Date), 1980

Weather SUNNY - HOT.

CONTRACTOR PRODUCING 3/4-0 AGG. & MIXING (2) REJECT A.C. AGGR. PILES TOGETHER WITH LOADER IN HOPES OF MAKING SPEC BASE ROCK OUT OF IT. WE RAN (2) TESTS ON IT FINDING TO BE INCONSISTANT, TOO FINE, AND PERMEATED WITH DONNICKERS. LLOYD CLARK SAID HE WOULD HAVE LOADER OPERATOR MIX IN MORE COARSE AGGR. WE HAVE NO WAY OF TELLING IF THE INTERIOR PORTION OF THE PILE IS MIXED AT ALL. KEATS OLIVER WAS UP AND SAID HE DIDN'T THINK THE DONNICKERS WERE A REAL PROBLEM. CHUCK REEVES WAS UP AND TOOK BACK A RECORD SAMPLE CORRESPONDING TO OUR TEST #9. OUR 18" SHAKER BROKE DOWN @ NOON, SO WE WILL NOW BE RUNNING ALL SAMPLE THRU (2) 8" SHAKERS. CONTRACTOR HAULING 3/4-0 MATERIAL OUT. RECIEVED "B" MIX MIX DESIGN.

(Signature)

TUESDAY (Day of Week) AUGUST (Month) 12 (Date), 1980

Weather SUNNY - WARM

CONTRACTOR WAS PRODUCING "B" MIX A.C. AGGR. & HAULING OUT BASE ROCK CONTRACTOR WAS ALSO ~~KEEP~~ SELLING "B" MIX A.C. TO MORSE BROS. FOR A FOREST SERVICE JOB THEY HAVE. I ASKED JAY COMPTON IF HE HAD PERMISSION FROM EITHER USFS OR KEATS TO DO THIS. HE SAID HE ONLY HAD PERMISSION FROM HIS OWN OFFICE. WE RAN MORE FAILING TESTS ON LLOYD CLARK'S PILE OF REJECT ROCK, AND HE SAID HE WOULD MIX IT UP SOME MORE. KEATS OLIVER WAS UP TO JOB AT 12:45 PM. AND TOLD JAY COMPTON THAT THEY COULD ONLY SELL MIX TO MORSE BROS IF WE GET A WRITTEN LETTER FROM USFS STATING THAT THEY APPROVE OF THAT USE OF MATERIAL FROM MINTO QUARRY. AT 3:30 PM. CONTRACTOR ADDED ANTISTRIPPING ADDITIVE TO ASPHALT. TONY MANDICH & MYSELF STAYED LATE IN ORDER TO RUN SAMPLES FROM COLD FEEDS TO CALIBRATE PLANT. MATERIAL WAS FAILING, TOO FINE. JAY COMPTON PICKED UP COPIES OF OUR TESTS TO WORK ON SETTING UP A.C. PLANT

(Signature)

Wednesday (Day of Week) August (Month) 13 (Date) 1980

Weather Clear - warm

Contractor was producing A.C. aggregate & "B" mix A.C. Jay Comeau & Lloyd Clark came in in A.M. and expressed concern that they weren't getting enough testing, especially on the second shift A.C. aggregate production. We then informed them of what the standard OSHD testing frequencies are and showed them that we have been far exceeding these. Lloyd Clark said he would call his office & see if we could get a third testing inspector on the job. Keats Oliver was up on job.

J. P. Mayes

P.S. We ran 3 mix tests, 3 cold feed tests & 3 tests on each size of A.C. aggr. Due to segregation in trucks, and since there is no safe place to get an representative sample, tomorrow we plan to sample from grader.

Doug McNeil

J. P. Mayes

(Signature)

Thursday (Day of Week) August (Month) 14 (Date) 1980

Weather Clear - warm

Contractor producing "B" mix aggregate and running "B" mix from A.C. Plant. Ran two sets of tests on Chrusher and 3 mix dry tests and 2 mix tests. All tests today within specifications.

Keats was up today and discussed with Lloyd Clark need for more testing on second shift. Keats said he did not feel it was necessary. After AC plant shut down and we were ready to leave I noticed loader taking material from where chrusher normally made 3/4"-0. This area since we stopped producing 3/4-0 was picking up material that was dribbling off back of belt prior to last screen deck. Material was obviously badly segregated and could be any sizes. I mentioned this to Paul and he talked to Lloyd about it because

(Signature)

Thursday (Day of Week) August (Month) 14 (Date), 1980

Weather

he WAS putting it in 3/4-0 pile. After Paul came back with Lloyd, Lloyd ASKED ME ABOUT IT AND I SAID IT WAS obviously NOT 3/4-0 AND should NOT go INTO pile, I ALSO SAID that IF it WASNT TESTED AND that he NEVER REQUESTED such tests. He lost his temper AND SAID that I WAS SINCE the BEGINNIG of the project trying TO SCREW HIM AND that I would NOT give him ADEQUIT testing. He SAID I WAS A MOTH. KID CockSucker AND for me to STEP off job so he could KICK MY ASS. He ALSO SAID that IF I give him ANY shit tomorrow ONE OF US would NOT walk off job. I SAID that IF he still claimed that the MATERIAL WAS 3/4"-0 I would take SAMPLES AND give him RESULTS AND IF it did NOT PASS he could move it. While I WAS TAKING SAMPLES he SAID he

(Signature)

Thursday (Day of Week) August (Month) 14 (Date), 1980

Weather

would NOT ACCEPT RESULTS BECAUSE they were NOT TAKEN properly. I checked Inspection MANUAL AND SAMPLES were taken properly. I went down AND took 3 more. While I WAS taking them Lloyd CAME over AND took pictures.

I NOTED when I WAS taking SAMPLES that MATERIAL under BELT WAS mostly FINES ON ONE SIDE AND COARSE ABOUT 10' over. Second shift had RAN FROM 2:30 PM to 5:00 PM ON A.C. ROCK. After our CONFRONTATION they SWITCHED over to 3/4-0 AND STARTED putting it ON MATERIAL IN Stockpile. There WAS NO INDICATION that he would change to 3/4-0 when he talked to FOREMAN I ON FIRST SHIFT.

Note: Lloyd Clark CAME IN @ 6:00 PM SAID he WAS MAKING Shldr. Rock. He SAID he WAS NOT REQUESTING TEST JUST INFORMING US he WAS MAKING Shldr. Rock.

(Signature)

Thursday (Day of Week) August (Month) 14 (Date) 1980

Weather

WE TOOK SAMPLE OF 2ND SHIFT SHIDR. ROCK, BOTH SAMPLES FAILED. LLOYD CAME BACK AT 8:00 PM, SAID HE WOULD NOT CHARGE IT AND RUN TO 2:30 PM (ONLY UNTIL 4:30 PM) (NEXT SHIFT) BY DAVE MEYERS. I WAS PRESENT DURING THE CONFRONTATION WITH LLOYD CLARK AND THE SAMPLING OF THE STOCKPILE AND CAN VERIFY THAT ALL OF THE ABOVE IS TRUE AND ACCURATE. GARY FALCON WAS ALSO PRESENT DURING THE CONFRONTATION WITH LLOYD CLARK. AS I WAS TALKING TO LLOYD CLARK PRIOR TO HIS CONVERSATION WITH TONY, HE TOLD ME THAT HE PLANNED TO RUN THE PILE OF MR LOADER MIXED REJECT MATERIAL THAT WE HAD TESTED PREVIOUSLY BACK THROUGH THE CRUSHER, AS HIS OPERATOR HAD MIXED OVERSIZE MATERIAL INTO IT. AT 8:20 P.M. HE HAD LOADER BEGIN REMIXING THIS PILE AND PUT A MAN UP

CONTINUED (Signature)

THURSDAY (Day of Week) AUGUST (Month) 14 (Date) 1980

Weather CONTINUED

ON IT PICKING OUT THE DINNICKERS LLOYD CLARK WAS OBVIOUSLY ON THE EDGE OF LOOSING HIS SELF CONTROL AND MAKING EVERY EFFORT TO INTIMIDATE HIS INSPECTORS WITH THREAT OF PHYSICAL VIOLENCE. THIS IS NOT THE FIRST SUCH INCIDENT, AND WAS COMPLETELY WITHOUT PROVOCATION - ALL PERSONNEL FROM O.S.H.D. REMAINED CALM AND RATIONAL THROUGOUT HIS TORRENT OF VERBAL ABUSE AND THREATS.

Dave Meyers

(Signature)

90221

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 22, 1980

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention: John Compton

Dear Mr. Compton:

As discussed with you in my office this morning, we see no reason for your crushing superintendent, Mr. Lloyd Clark, to continue with a pattern of verbal harassment and threats in his relationship with our inspectors on the Twin Meadows-Santiam Junction contract. Since our conversation, I have received excerpts from the inspectors' diaries documenting specific instances, and I can see no way that this type of behavior can be anything but disruptive to the orderly progress of the work. This is especially difficult to understand when everyone involved considers Mr. Clark to be an especially well qualified superintendent and no one can see any necessity for this type of action on his part.

The testing frequency on the project, so far as we can determine, is within or in excess of the testing frequency required. Since you feel that an increased number of tests would be helpful to you, the Resident Engineer has been instructed to place an additional inspector on the project during the period of paving activity, so that you may be advised of any problems which might occur in a timely manner. Should additional assistance be needed, it will be provided by the Region office.

I appreciated your visit to my office and the opportunity to discuss with you both our problems and yours. I also appreciated your willingness to discuss with Mr. Clark his relationship with our personnel. I sincerely hope that this problem can be resolved quickly so that no further action on the part of this office will be required.

Very truly yours,

C. O. Fredrickson
Region 2 Engineer

RECEIVED
STATE HWY ENGR
AUG 26 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ar | File

COF/dlm

cc: Jack Martin
H. S. Coulter
C. T. Keasey
Region Engineers (1, 3, 4 & 5)

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86

McMINNVILLE, OREGON 97128

October 9, 1979

RECEIVED
STATE HWY ENGR
OCT 11 '79
REFER TO
FOR
Info | Invest | B/D | D/R | Sign | Act | File

Mr. Jack Martin
Resident Engineer
3400 Spicer Road
Albany, OR 97321

Re: Progress Payment
Twin Meadows-Santiam Jct. Section
OSHD Contract #9022
Compton Contract #C-731

Dear Jack:

As you are aware, we have incurred considerable expenses in construction of the "HR" line haul road to the quarry, building access road to the top of the quarry, clearing the quarry, and drilling of the quarry to date, plus bond costs which we feel we should be paid for either under mobilization or as a partial under the rock items.

In our meeting in your office on Friday, October 5, 1979, the day the estimate is cut off, you explained the OSHD could not pay us any money because we had not done 5 percent of contract bid items even though we had cleared, excavated, drilled, and shot the "HR" line haul road; constructed access to the top of the quarry, cleared the quarry, and were drilling the quarry.

We feel that it is not the intent of the contract or the specifications to penalize the contractor by not making monthly payments when it is impossible to do 5 percent of the contract bid items before incurring considerable expenses.

We feel the "HR" line work should have been set up as a separate bid item since it involves clearing approximately 1.5 acres, excavation of approximately 25,000 cubic yards of unclassified excavation, rock and paving.

The way you and the OSHD are interpreting the specifications we will incur approximately $500,000 in expenses before the rock for the subject project is processed, we do not feel this is fair to the contractor, especially in view of the tight time controls written into the contract involving no crushing between Memorial Day and Labor Day.

Because of your interpretation and the economics involved, we are being forced to change our schedule for crushing to crush the maintenance rock before the AC paving rock, which due to the time limitations will mean the paving on the project will probably be done in 1981 instead of 1980. This will cost both the OSHD and the general public considerable dollars as the liquid asphalt will undoubtedly increase from the contract base price of $86/ton, to probably something well over $100/ton if current asphalt trends continue.

By doing the crushing of the AC rock first we could probably pave in 1980, however, we can not continue to spend considerable dollars without money coming in, it just is not good economics or business.

We feel that we have pushed work on this project as hard as possible and hope the OSHD will see the light and pay the contractor monthly payments for work done to date.

Sincerely,

J. C. COMPTON COMPANY

By Terry Guisinger
Terry Guisinger

TG:lj

cc: Gerald Wimer
H. S. Coulter

1022

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION — DEPT.

378-6558 — TELEPHONE

TO: The Files

DATE: June 27, 1979

FROM: W. E. Cole
Design Engineer Supervisor

SUBJECT: Twin Meadows Rd.-Santiam Jct. (M.P. 70.2-81.7)
North Santiam Hwy.
Linn County

The preliminary estimate for this 11.5 mile overlay project is $1,854,000. The available funds for the project is $1,200,000.

Region II was contacted to get their recommendation on where to cut the project to keep it within the available funds. Chuck Fredrickson said to start at M.P. 70.2 and go easterly.

The available funds will overlay 7.5 miles, leaving 4.0 miles to overlay in the future.

WEC:mw
cc: C. O. Fredrickson
Bob Gettis

9022

162

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

FROM M.P. 70.20 - Santiam Jct. Sec.

TO Twin Meadows Rd. - Santiam Jct. Sec.

~~North Santiam Highway~~
Linn County

Art
Bill
O.b

cc: Region
Environment
Project Management
Structures
Right-of-Way
Engineering
Traffic
Location

RECEIVED
JUN 18 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9022

162

STATE OF OREGON

INTER-OFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: June 14, 1979

SUBJECT:
N. Santiam River Bridge, 2454
MP 70.2 - Santiam Jct. Sec.
N. Santiam Hwy.
Linn County

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

The North Santiam River Bridge could be overlayed with 1" of new AC over the existing AC wearing surface.

JEB:dh

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Anderson, Christensen, Olson, Sullivan, Terpin, Trout, W. Kerlig

RECEIVED
JUN 14 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

81-125-1387

1979 Ash Creek Br. Sec. of Clow Corner Rd. (Grading, paving & struc. widening) 9023

C&A 5877
11-15-76
3-7-79

Plan - to be programmed
Ph. I Storms 11/1/78
#3000
527-2509
527-1092

PE ave state cost.

Bridge Sept 1978

be programmer
Phil Stearns 11/1/78
#3000
527-2509
527-1092

PE over state cost

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 132989

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
11-12-81		CC 81-57

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE PØLKCTY

CREDIT DISTRIBUTION

325.00	$2,293.37
527-1092-296-00-000	2,293.37
527-1092-297-00-000	(2,293.37)

POLK COUNTY BD. OF COMM.
COURTHOUSE
DALLAS OR 97338
Attn: Mr. Ralph C. Blanchard, Co. Surveyor

DESCRIPTION	TOTAL PRICE
Final Billing: Ash Creek Bridge Section Clow corner Road FAS-A557 This is an FAS-C Project #RS-A557(1).	
County Share of Costs:	
County Share of Costs	$11,508.37
County Advance Deposit	(9,215.00)
Balance Due To State	$ 2,293.37

110.00

FOLD

733-1150 (5-81)

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 132089

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
11-12-81		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 81-57

CODE PØLKCTY

CREDIT DISTRIBUTION

325.00	$2,293.37
527-1092-296-00-000	2,293.37
527-1092-297-00-000	(2,293.37)

POLK COUNTY BD. OF COMM.
COURTHOUSE
DALLAS OR 97338
Attn: Mr. Ralph C. Blanchard, Co. Surveyor

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Final Billing: Ash Creek Bridge Section Clow corner Road FAS-A557 This is an FAS-C Project #RS-A557(1).	
County Share of Costs:	
County Share of Costs	$11,508.37
County Advance Deposit	(9,215.00)
Balance Due To State	$ 2,293.37

Contract # 9023

110.00

9023

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

DATE	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	INVOICE NUMBER / BILLING REQUEST NUMBER
5-6 85				CA 4256

BILL TO:

Polk County

Courthouse

Dallas, Or 97338

CODE

CREDIT DISTRIBUTION

325.00 #2,500.00

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final billing: Ash Creek Bridge Sect. - Clow Corner Rd FAS Assn. This is "RS Assn (1)	

This Form Replaces CC 81-57 dated 11-5-81 by Harold Reynolders. The invoice was prepared at that time but the transfer of money was not prepared

CODE Polk Cty	INVOICE # 002303	AMOUNT DUE	$
ADVANCE DEPOSIT AMOUNT	$ 9,215.00	SUBMITTED BY	
ADVANCE DEPOSIT PREVIOUSLY TRANSFERRED TO HIGHWAY FUND	$ 6,715.00	Diane Waldron	
BALANCE	$ 2500.00	APPROVED BY	
TRANSFER TO HIGHWAY FUND	$ 2,500.00		
REFUND DUE	$ -0-		

734-1191 (7-84)

4023

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-5-81	CC 81-57	

BILL TO: Code: _____

Polk County Bd. of Comm.
Courthouse
Dallas, Oregon 97338
Attn: Mr. Ralph C. Blanchard, Co. Surveyor

CREDIT DISTRIBUTION

527-2509-297
527-1092-297

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Ash Creek Bridge Section Clow Corner Road FAS-A557 This is an FAS-C Project #RS-A557(1)			
County Share of Costs:			
County Share of Costs $11,508.37 County Advance Deposit 9,215.00 Balance Due to State $ 2,293.37			
(Please send copy of itemized statement with billing.)			

Advance Deposit Amount	$ 9,215.00
Advance Deposit Previously Transferred to Highway Fund	$ 6,715.00
Balance	$ 2,500.00
Transfer to Highway Fund	$ 2,500.00
Refund Due	$
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 2019

Amount Due . . . . . $ 2,293.37

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D.E. Swan
D.E. SWAN

SP*35736-.14

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-3-81

County Polk **Contract No.** 9023 **Date Completed** 6-3-80

FAS A557 **Section** Ash Creek Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
R/W:	
Costs (taxes, recording, etc.) (Fed. Part.)	$ 2,819.26
Acquisition Expense	2,488.02
TOTAL	$ 5,307.28
R/W Federal Funds collected $4,553.65	
Construction:	
Payment & Contractor (Fed. Part.)	$139,533.51
Engineering	14,968.04
EEO	210.97
	$154,712.52
Construction Engineering (non part.)	293.93
Federal Participation for Construction $132,743.34	

County Share of Costs:

1/2($5,307.28-$4,553.65+$154,712.52-$132,743.34+$293.93)=$11,508.37

County Share of Construction Costs	$11,508.37
County Advance Deposit	9,215.00
AMOUNT DUE STATE	$ 2,293.37

Reference: Billing Form CC-81-57

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Ash Creek Bridge Section **FAS 3567 (Dick Corney Rd.)** **County Road in Polk County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 39,746.51	State Costs
	Type Code R.O.W.					
	Right of Way (Sta. 159+00 To 165+00)					
	Right of Way	All Required			2,819.26	
	Acquisition Expense					
	State	All Required			2,488.02	
	Construction					
	Type Code 6201					
	Roadwork (Sta. 159+00 To Sta. 165+00)					
	Final Contract Payment Summary	Lump Sum			78,891.86	
	Type Code X080					
	Structure No. 6661A (Sta. 161+98 To Sta. 162+62)					
	Final Contract Payment Summary	Lump Sum			60,641.65	
	Total Participating Construction				$139,533.51	
	Construction Engineering					
	State	All Required			$ 14,966.04	
	Misc. Project Cost					
	R&D Monitoring Expense	All Required			210.97	
	Type Code 6201 $119.20					
	Type Code X080 $1.77					
	Total Participating Cost				$169,766.31	
	Nonparticipating Cost					
	Construction Engineering	All Required			$ 242.31	
	Preliminary Engineering	All Required			100.00 State	
	Total Nonparticipating				$ 342.31	
	Total Project Cost				$170,108.62	

Participating are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.

No. plan revision required

Prepared based on Participating Costs as shown on Federal Billing as of 8/13/64.

AMOUNT CARRIED FORWARD

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capital Bldg. - Salem, OR 97310

STATE: Oregon	FEDERAL AID PROJECT NO.: RS-A557 (1)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-16-76 To: 4-14-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$154,964.83	$154,712.52	85.80%	$132,743.34	$132,743.34	$ 0.00
39,846.51	39,746.51	85.80%	34,102.51	34,102.51	0.00
5,307.28	5,307.28	85.80%	4,553.65	4,553.65	0.00
$200,108.62	$199,766.31	85.80%	$171,399.50	$171,399.50	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 5/5/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

		526	1955	920	00	P	1	487.51	527.99	15.42 577.18
				TOT		P1		487.51	527.99	577.18
				** JOB TOTALS **				487.51 **	527.99 **	577.18 **
GOOSEY RD-PACIFIC HWY	CONT NO		* FA PROJ NOS		RS	867001 100				STATE
		527	1947	296	00	N	9	297.01	297.01	34,102.51CR
		527	1947	298	00	N	9	297.01CR	297.01CR	34,102.51
		527	1947	901	00	P	1		22.15CR	21,687.40
		527	1947	901	00	N	1			100.00
		527	1947	905	00	P	1			2,581.22
		527	1947	906	00	P	1			3,619.69
		527	1947	909	00	P	1		57.40CR	759.88
		527	1947	910	00	P	1			3,991.76
		527	1947	913	00	P	1			1.60
		527	1947	914	00	P	1			323.42

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1981 — PAGE 572

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	527	1947	918	00	P	1		635.32
	527	1947	920	00	P	1		13.40
	527	1947	921	00	P	1	67.62CR	763.62
	527	1947	922	00	P	1		19.28
	527	1947	923	00	P	1		47.80
	527	1947	924	00	P	1		122.72
	527	1947	926	00	P	1		4,196.62
	527	1947	950	00	P	1		1,132.86
			TOT		P1		346.17CR	39,746.51
			TOT		N1			100.00
			** JOB TOTALS **				346.17CR**	39,846.51 **
SPTC XING @ ROGERS ROAD	CONT NO		FA PROJ NOS		RS	557002 100		STATE
	527	1968	905	00	P	1		71.40
	527	1968	914	00	P	1		201.17
			TOT		P1			272.57
			** JOB TOTALS **				**	272.57 **
SOAP CREEK BRIDGE	CONT NO		* FA PROJ NOS		RS	515001 100		STATE
	527	1969	296	00	N	9		16,929.44CR
	527	1969	298	00	N	9		16,929.44
	527	1969	901	00	P	1		5,916.64
	527	1969	905	00	P	1		1,648.20
	527	1969	906	00	P	1		341.08
	527	1969	909	00	P	1		669.36
	527	1969	910	00	P	1		736.71
	527	1969	911	00	P	1		180.60
	527	1969	913	00	P	1		34.87

		526	1955		TOT	P1		487.51	527.99	577.18	
					** JOB TOTALS **			487.51 **	527.99 **	577.18 **	
GOOSEY RD-PACIFIC HWY	CONT NO	*	FA PROJ NOS		RS 867001 100						STATE
	527	1947	296	00	N 9		297.01		297.01	34,102.51CR	
	527	1947	298	00	N 9		297.01CR		297.01CR	34,102.51	
	527	1947	901	00	P 1				221.15CR	21,687.40	
	527	1947	901	00	N 1					100.00	
	527	1947	905	00	P 1					2,581.22	
	527	1947	906	00	P 1					3,619.69	
	527	1947	909	00	P 1				57.40CR	759.88	
	527	1947	910	00	P 1					3,[illegible]	
	527	1947	913	00	P 1					1.60	
	527	1947	914	00	P 1					323.42	

TOTAL TO DATE JOB COST SUMMARY

AUGUST 1981 PAGE 572

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	527	1947	918	00 P 1			636.32
	527	1947	920	00 P 1			13.40
	527	1947	921	00 P 1		67.62CR	763.62
	527	1947	922	00 P 1			19.24
	527	1947	923	00 P 1			47.84
	527	1947	924	00 P 1			122.72
	527	1947	926	00 P 1			4,196.65
	527	1947	950	00 P 1			1,132.95
			TOT	P1		346.17CR	39,746.51
			TOT	N1			100.00
			** JOB TOTALS **		**	346.17CR**	39,846.51 **
SPTC XING @ ROGERS ROAD	CONT NO		FA PROJ NOS		RRS 557002 100		STATE
	527	1968	905	00 P 1			71.40
	527	1968	914	00 P 1			201.17
			TOT	P1			272.57
			** JOB TOTALS **		**	**	272.57 **
SOAP CREEK BRIDGE	CONT NO	*	FA PROJ NOS		RS 515001 100		STATE
	527	1969	296	00	N 9		16,[illegible].44CR
	527	1969	298	00	N 9		16,[illegible].44
	527	1969	901	00	P 1		5,866.64
	527	1969	905	00	P 1		1,[illegible].30
	527	1969	906	00	P 1		541.08
	527	1969	909	00	P 1		669.30
	527	1969	910	00	P 1		225.71
	527	1969	911	00	P 1		180.90
	527	1969	913	00	P 1		34.27

				TOT	PI						144,742.80					
				TOT	NI						383.02					
				** JOB TOTALS **				**		**	145,125.82	**				

ASH CR BR (CLOW COR RD) CONT NO 9023 & FA PROJ NOS RS 867001 100 STATE

527	1092	201		00	P	1					139,533.51		79	81
527	1092	208		00	N	1					82.19CR		80	80
527	1092	270		01	P	1	18.69		18.69		18.69		81	81
527	1092	296		00	N	9	297.01CR		311.73CR		139,458.00CR		79	81
527	1092	297		00	N	9					6,776.00		80	80
527	1092	298		00	N	9	297.01		311.73		132,794.88		79	81
527	1092	900		00	P	1			221.15		14,761.22		79	81

transferred to be transferred to another Profit

TOTAL TO DATE JOB COST SUMMARY AUGUST 1981 PAGE 218

DESCRIP	DEPARTMENT	PREFIX	FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		527 1092	900	00	N			160.76	79	80
		527 1092	910	00	P			81.80	79	81
		527 1092	920	00	N			42.09	80	80
		527 1092	928	00	P		125.02	125.02	81	81
		527 1092	940	00	P	51.62	51.62	51.62	81	81
		527 1092	941	00	N			91.58	80	80
		527 1092	960	00	P			210.97X	79	81
		527 1092	985	00	P			154,731.21		
			TOT	PI		18.69	364.86	293.63		
			TOT	NI		51.62	51.62	155,026.14	**	
			** JOB TOTALS **			70.31 **	416.48 **	- 18.69		
								155,007.45		

SOAP CREEK BRIDGE CONT NO 9251 & FA PROJ NOS RS 515001 100 STATE

527	1099	201		00	P	1			12,677.44		181,611.32		81	81
527	1099	204		00	P	1			5,346.69		3,100.00CR		81	81
527	1099	296		00	N	9	3,251.33CR		41,201.27CR		169,265.39CR		81	81
527	1099	297		00	N	9					10,240.00		81	81
527	1099	298		00	N	9	3,251.33		41,901.27		179,065.39		81	81
527	1099	900		00	P	1	217.69		6,522.01		12,592.80		81	81
527	1099	920		00	P	1					95.03		81	81
527	1099	940		00	P	1			35.00		1,323.11		81	81
527	1099	941		00	P	1			73.39		1,[illegible]		81	81
527	1099	942		00	P	1					1,[illegible]		81	81
527	1099	944		00	P	1	46.97		46.97		[illegible]		81	81
527	1099	945		00	P	1	220.17		237.10		[illegible]		81	81
527	1099	985		00	P	1	1.96		1.96		[illegible]		81	81
527	1099	950		00	P	1					[illegible]		81	81
527	1099	985		00	P	1					[illegible]			
			TOT	PI		486.79	24,[illegible]	[illegible]		
			** JOB TOTALS **			486.79 **	24,[illegible] **	[illegible] **		

CONT NO 9264 FA PROJ NOS RS 443001 100 0000000000 STATE

				TOT	PI													
				TOT	NI													
** JOB TOTALS **										**		**		**	145,125.82	**		

RSH CR BR (CLOW COR RD) CONT NO 9023 & FA PROJ NOS RS 867001 103

527	1092	201		00	P	1									139,533.51	STATE	79	81
527	1092	208		00	N	1											80	80
527	1092	270		01	P	1	18.69		18.69						18.69		81	81
527	1092	296		00	N	9	297.01CR		311.73CR								79	81
527	1092	297		00	N	9											80	80
527	1092	298		00	N	9	297.01		311.73								79	81
527	1092	900		00	P	1			221.15						14,761.22		79	81

to be transferred another Prefit

TOTAL TO DATE JOB COST SUMMARY AUGUST 1981 PAGE 218

DESCRIP	DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		527	1092	900	00	N	1			160.76	79	80
		527	1092	920	00	P	1			81.80	79	81
		527	1092	928	00	N	1			42.09	80	80
		527	1092	940	00	P	1		125.02	125.02	81	81
		527	1092	948	00	P	1	51.62	51.62	51.62	81	81
		527	1092	958	00	N	1			80.55	80	80
		527	1092	960	00	P	1			210.97X	79	81
				TOT	PI			18.69	364.86	154,731.21		
				TOT	NI			51.62	51.62	293.93		
** JOB TOTALS **								70.31 **	416.48 **	155,025.14 **		

- 18.69

155,006.45

SOAP CREEK BRIDGE CONT NO 9251 = FA PROJ NOS RS 515001 100

527	1099	201		00	P	1			12,677.44	181,611.32	STATE	81	81					
527	1099	204		00	P	1			5,396.69	3,100.00CR		81	81					
527	1099	296		00	N	9	3,251.33CR		41,901.27CR	189,765.39CR		81	81					
527	1099	297		00	N	9				10,700.00		81	81					
527	1099	298		00	N	9	3,251.33		41,901.27	179,065.39		81	81					
527	1099	300		00	P	1	217.69		6,527.01	12,[illegible]		81	81					
527	1099	920		00	P	1				93.03		81	81					
527	1099	940		00	P	1			35.00	1,321.11		81	81					
527	1099	941		00	P	1			73.39	[illegible]		81	81					
527	1099	942		00	P	1				[illegible]		81	81					
527	1099	944		00	P	1	46.97		46.97	969.50		81	81					
527	1099	945		00	P	1	220.17		233.10	[illegible]		81	81					
527	1099	946		00	P	1	1.96		1.96	[illegible]		81	81					
527	1099	950		00	P	1				[illegible]		81	81					
527	1099	985		00	P	1				[illegible]		81	81					
				TOT	PI			[illegible]	[illegible]	[illegible]								
** JOB TOTALS **								[illegible] **	[illegible] **	[illegible] **								

CONT NO 9266 FA PROJ NOS RS 443001 100 0000000090 STATE

			TOT	P1		927.84		2,812.44		3,740.04	
			** JOB TOTALS **			927.84	**	2,812.44	**	3,740.04	**

ASH CR BR-CLOH CORNER RD — CONT NO — FA PROJ NOS RS 537001 100 — STATE

527	2509	296	00	N	9			4,881.66CR	
527	2509	298	00	N	9			4,881.66	
527	2509	401	00	P	1			2,790.00	
527	2509	404	00	P	1			1.25	
527	2509	405	00	P	1			25.00	
527	2509	407	00	P	1			1,329.63	
527	2509	409	00	P	1			91.98	
527	2509	412	00	P	1			314.95	
527	2509	413	00	P	1			1.25	
527	2509	414	00	P	1			403.50	

TOTAL TO DATE JOB COST SUMMARY — AUGUST 1981 — PAGE 706

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	527	2509	415	00	P	1			22.50
	527	2509	420	00	P	1			61.92
	527	2509	930	00	P	1			278.69
			TOT	P1					5,337.28
			** JOB TOTALS **				**	**	5,337.28 **

SORP CR BR-IND-ALBANY HWY — CONT NO — FA PROJ NOS RS 515001 100 — STATE

527	2511	296	00	N	9	.99CR		5,429.89CR	
527	2511	298	00	N	9	.99		5,429.89	
527	2511	401	00	P	1			566.00	
527	2511	404	00	P	1			2,884.00	
527	2511	405	00	P	1			230.00	
527	2511	407	00	P	1			426.98	
527	2511	412	00	P	1			304.95	
527	2511	413	00	P	1			2.50	
527	2511	414	00	P	1			1,286.91	
527	2511	415	00	P	1			63.00	
527	2511	930	00	P	1			482.88	
		TOT							6,184.16
		** JOB TOTALS **					**	**	6,184.16 **

GLENCOE RD-W UNION RD — CONT NO — FA PROJ NOS — 685002 100 — STATE

534	2530	296	00	N	9	15.00CR	486.84CR	11,801.24CR	18.84CR
534	2530	298	00	N	9				15.85
534	2530	297	00				28.81	1,801.64	
534	2530	299	00	N	9	15.60	429.77	5,801.64	
534	2530	298	00	N	9				
534	2530	401	00	P	1			1,000.00	
534	2530	407	00	P	1			2,000.00	
534	2530	412	00	P	1			184.16	

| | | |

9023

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9023

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-A557(1)	Polk	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on the project involved (1) construction of roadbed embankment and asphalt concrete pavement widening and overlay, and (2) widening of Bridge No. 8161 over Ash Creek. The bridge is 84 feet long and roadway widening is 9.3 feet on each side.

Work was completed June 30, 1980 on the Ash Creek Bridge Section of Clow Corner Road (FAS A557) approximately 2 miles southeast of Dallas.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Columbia Pacific Construction Co.	$ 129,070.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* D. Casey

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Cy to 4-15-81

Note / Issue / R/D / D/R / Sign / Act / File

REFER TO FOR

APR 15 '81

RECEIVED STATE HWY ENGR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	.098	40	X080	.016

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W.H. Kappus, Area Engineer, & K. Sides, Engr.Trainee	6-13-80

12. IN COMPANY WITH G. Wimer, A. Gottfried, C. Williams, OSHD; T. Berning, Contractor; G. Swinson, J. Gorman, D. Blanchard, Polk County

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W.H. Kappus		16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 4/13/81	17. TITLE Field Operations Engineer	18. DATE 4/14/81

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

9023

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-1		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Polk
MODIFICATION NUMBER 1	10/27/80	Project Number RS-A557(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 194,263.00	$ 206,820.00
Federal funds	$ 171,241.00	$ 182,310.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of October , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FH-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 22, 1980

Federal Aid Project
No. RS-A557(1)

Ash Creek Bridge Section
FAS A557(Clow Corner Rd.)
County Road in Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 40,000.00

Type Code ROW

Right-of-Way	All Required	$ 5,500.00

Type Code 6201
Roadwork (Sta. 159+00 to Sta. 165+00)

Subtotal of previous estimate of September 26, 1979			$ 76,437.00

Previous Estimate

Flagman	100 Hour	18.00	$ 1,800.00
Class "B" Asphaltic Conc.	750 Ton	30.00	21,750.00
			$ 23,550.00

Revised Estimate

Flagman	252 Hour	18.00	$ 4,536.00
Class "B" Asphaltic Conc.	763 Ton	30.00	22,890.00
			$ 27,426.00

Increase	$ 3,876.00
SUBTOTAL	80,313.00
Engineering	12,007.00
TOTAL	$92,320.00

Type Code X080
Structure No. 8161A(Sta. 161+78 to Sta. 162+62)

Subtotal of previous estimate of September 26, 1979	$54,633.00
Additional Items	
Cut Deck Edge & Install GM Rail (E.W.O. #1) All Required	$ 4,900.00
Increase	4,900.00
SUBTOTAL	$59,533.00
Engineering	9,467.00
	$69,000.00

Length of Roadway ---------- 0.098 mile
Length of Structure ---------- 0.016 mile
TOTAL LENGTH 0.144 mile

Cost of Roadway per Mile ----------$942,040.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 40,000.00	$ 35,260.00	$ 4,740.00	$ ---
Right of Way	5,500.00	4,848.00	---	652.00
Roadway	92,320.00	31,380.00	5,470.00	5,470.00
Structure	69,000.00	60,822.00	4,089.00	4,089.00
TOTAL	$206,820.00	$182,310.00	$14,299.00	$10,211.00

Group 1 100%
Contract No. 9023
Prefix No. 527-1947
Prefix No. 527-2509
Prefix No. 527-1092

1075

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-71		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Polk
MODIFICATION NUMBER 1		Project Number: RS-A557(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19 ,19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 27,500.00	$ 194,263.00
Federal funds	$ 23,595.00	$ 171,241.00
Other revisions		

This modification is made for the following reasons:

Increased PE cost, addition of R/W and Construction phases.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of October ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form FR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

File

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. RS-A557(1)

Ash Creek Bridge Section
FAS A557 (Clow Corner Rd.)
County Road in Polk County

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$40,000.00
Type Code R/W			
Right of Way	All Required		5,500.00
Type Code 6201			
Roadwork (Sta. 159+00 to Sta. 165+00)			
Mobilization	All Required		$12,500.00
Temporary Protectin and Direction of Traffic	All Required		4,122.00
Temporary Signs	89 Sq.Ft.	$ 5.00	445.00
Temporary Barricades	6 Each	90.00	540.00
Temporary Contiruous Rail Traffic Barriers, Reflectorized	200 Lin.Ft.	6.00	1,200.00
Temporary Delineators	10 Each	19.00	190.00
Flagman	100 Hour	18.00	1,800.00
Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	990 Cu.Yd.	7.50	7,425.00
Toe Trench Excavation	95 Cu.Yd.	17.00	1,615.00
Aggregate Base	1,075 Ton	8.40	9,030.00
Class "B" Asphaltic Concrete	725 Ton	30.00	21,750.00
Guard Rail, Type 2A	400 Lin.Ft.	15.00	6,000.00
Guard Rail Anchors, Type 1	4 Each	290.00	1,160.00
Rail End Pieces, Type C	4 Each	145.00	580.00
Type 2 Fence	540 Lin.Ft.	4.50	2,430.00
Loose Riprap, Class 50	200 Cu.Yd.	13.25	2,650.00
			$74,437.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 1,000.00
Seeding and Mulching - Permit Area	All Required		1,000.00
			$ 2,000.00
	Subtotal		$76,437.00
	Engineering		10,318.00
	Total		$86,755.00

Oregon State Highway Division
Salem, Oregon, September 26, 1979

Federal Aid Project
No. RS-A557(1)

Type Code X080
Structure No. 8161A (Sta. 161+78 to Sta. 162+62)

Alterations to Existing Structure	All Required		$ 8,350.00
Structure Excavation	35 Cu.Yd.	$ 31.00	1,085.00
Furnished Treated Timber Piling	368 Lin.Ft.	5.50	2,024.00
Drive Timber Piles	16 Each	300.00	4,800.00
Structural Concrete, Class 300 (25 cu.yd.)	All Required		8,300.00
4'x25'/30' Prestressed Slabs	12 Each	1,625.00	19,500.00
Reinforcement (3,850 lbs. @ 0.50)	All Required		2,750.00
Metal Rail with Tubing	163 Lin.Ft.	48.00	7,824.00
	Subtotal		$54,633.00
	Engineering		7,375.00
	Total		$62,008.00

Length of Roadway	0.098 Mile
Length of Structure	0.016 Mile
Total Length	.114 Mile
Cost of Roadway Per Mile.	$885,255.10

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 40,000.00	$ 35,2560.00	$ 4,740.00	$ —
Right of Way	5,500.00	4,848.00	—	652.00
Roadway	86,755.00	76,473.00	5,141.00	5,141.00
Structure	62,008.00	54,660.00	3,674.00	3,674.00
Total	$194,263.00	$171,241.00	$13,555.00	$9,467.00

Group 1	100%
Contract No.	9023
Prefix No.	527-1947
Prefix No.	527-2509
Prefix No.	527-1092

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
5-155		County
	FEDERAL-AID PROJECT AGREEMENT	Polk
	5-19-77	Project No.
		RS-A557(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. SR 99W; E. 3.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11/16/76	3.47
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,500	$ 23,595

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Thurston

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G.L. Green

Date executed by Division Administrator MAY 19 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT - FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 12, 1977

Federal Aid Project
No. RS-A557(1)

GODSEY ROAD-PACIFIC HWY. WEST SECTION

COUNTY ROAD IN POLK COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$27,500.00
	TOTAL	$27,500.00

Length of Project - - - - - - - - - - - 3.47 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 27,500.00	$ 23,595.00	$ 3,905.00	$ --
Retain in Program				
Contract Work	250,000.00	214,500.00	17,750.00	17,750.00
TOTAL	$277,500.00	$238,095.00	$21,655.00	$17,750.00

Group 1 - 100%

Prefix: 527-1947

Pro Rata - 85.8%

#9023

October 10, 1980

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

GCW 5
#9023

Gentlemen:

Contract No. 9023 awarded to Columbia Pacific Construction Co. for work on the Ash Creek Bridge in Polk County was completed on September 18, 1980, and accepted by the State Highway Division on October 3, 1980.

Final payment in the amount of $6,635.16 will be released to the contractor after October 15, 1980. The total contract amount is $139,533.51 including $6,820.40 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Garrison
Construction Engineer

kkr

cc: Columbia Pacific Construction Co.
P. O. Box 1244
Lake Oswego, OR. 97034

bc: C. E. Kenney
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

1023

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-8

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

O. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9023 C-7120

Polk Co
FAS A557

REFERRED TO 2nd
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lou
Return Discuss (Do) File Copy Due
BY FINAL DESIGN ENGINEER
Prepare Ltr of acknowledgment

RESIDENT ENGINEER'S NARRATIVE REPORT
ASH CREEK BRIDGE
POLK COUNTY
FAS A557 (CLOW CORNER RD.)
RS-A557(1)
PREFIX: 527-1092
CONTRACT: 9023

1 Versteeg ✓
Anderson
Chris...
Glenn
2 Sullivan Copy
Terpin
...
Wakeny

RECEIVED
JUL 3 1980
ROAD DESIGN SECTION

Do not File
Return
Bring
Action

The work done under this contract consisted of grading, paving and widening of structure 8161A approximately 2 miles east of Dallas on Clow Corner Road in Polk County.

This a "Federal-Aid Project" and was constructed in accordance with Federal regulations applying to this class of project. The contract was awarded to Columbia Pacific Construction Co. on September 17, 1979 for $129,070.00. The total original construction authorization was $148,764.45. The contractor started work on September 24, 1979 and was completed on June 3, 1980. 250 Calendar Days were allowed for completion.

During the life of the contract several changes were required that resulted in the following Extra Work Orders and State Force Orders.

EWO #1

This EWO was caused by a plan change after the job was advertised. The plan change on drawing 34154 recomended using steel posts bolted to the deck and a guardrail bolted to the posts. However, the estimated cost was double the cost of using State owned concrete GM rail. We used the GM rail alternate and it worked very well.

EWO #2

This EWO was for splicing one timber piling using the pipe sleeve method. One piling had to be driven six feet beyond cut off before it reached required bearing.

EWO #3

This EWO was for installing amber flashing lights on construction ahead signs at each end of the project, a 110 volt hookup by the power company and the monthly power bills during the life of the project.

Due to an oversight the amber flashing lights on the construction ahead signs were not included in the plans or specifications.

SFO #1

This SFO provided for the permanent pavement striping on this project.

The following is a brief outline of all the bid items and the problems we encountered.

BI #1 - Mobilization

No problems with this item.

BI # 2 - 7

These items consisted of Temporary Protection and Direction of Traffic, Temporary Signs, Temporary Barricades, Temporary Continuous Rail Traffic Barriers Reflectorized, Temporary Delineators and Flagmen.

Due to the shortness of this project these items were only covered in the Special Provisions and through an oversight regarding the amber flashers EWO #3 was implemented.

BI #8 - Removal of Structures and Obstructions

This work consisted of removing the existing fences on the east end of the project and other misc. items throughout the project. There were no problems with this item.

BI # 9 - Embankment in Place

This project was an 'Embankment in Place" job. Material for fills was hauled in from Salem. It was a sand & gravel mixture and quite suitable for fill.

There were no problems with this item.

BI # 10 - Toe Trench Excavation

The only problem with this item was excavation under the structure. The Trench ran parallel to the existing piling about 2 feet away and some excavation was done underwater.

When the fill on the N.E. quanrent was completed it cut off the drainage from the farmers field causing it to flood. A ditch had to be dug to drain the field and since there was no ditch excavation item we added the excavation (54 c.y.) to the toe trench excavation. It was a small quantity and the cost people thought it would be the easiest way to go rather than make a price agreement.

BI #11 - Aggregate Base

No problems.

BI #12 - Class B AC

No problems.

Bid Items [illegible], 14 and 15

This work consisted of Type 2A Guard Rail, Type 1 Anchors and Type C Rail End Pieces. Other than having to auger some holes through the A.C. there were no problems.

BI # 16 - Type 2 Fence

No problems.

BI # 17 - Loose Rip Rap Class 50

The only problem with this item was placing the rip rap underneath the existing structure. This was accomplished with the use of a very small dozer and hand placing.

BI # 18 - Alterations to Existing Structure

No problems.

BI # 19 Structure Excavation

No problems.

BI # 20 - Furnish Treated Timber Piling

No problems.

BI # 21 - Drive Timber Piles

Pile #1, bent 3 did not reach bearing until it was approximately 6 feet below cut off. The pile was spliced by the pipe sleeve method (see EWO #2).

BI # 22 - Structural Concrete Class 3300

No problems.

BI #23 - 4' x 25'/30' Prestressed Slabs

No problems.

BI # 24 - Reinforcement

No problems.

BI # 25 - Metal Rail With Tubing

No problems.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Ash Creek Bridge
Highway: FAS A557 (Clow Corner Rd.)
County: Polk

Contract No. : 9023
Prefix : 527-1092
F.A. No. : RS-A557(1)

Item No.	Item	Unit	Original	Semifinal	±%
			SUMMARY		
	Bid Items	$	129,070.00	132,703.11	+3
	Anticipated Items	$	2,000.00	1,000.00	-50
	Contingencies	$	5,898.00	6,830.40	+15
	Engineering	$	11,796.45	14,264.00	+21
	Total	$	148,764.45	154,797.51	+4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B. I. 3	Temporary Signs	Sq. Ft.	89	135	+52

Increase due to E.W.O. #1.

B.I. 6	Temporary Delineators	Each	10	0	-100

Not required because of plan change see E.W.O. #1.

B.I. 7	Flagmen	Hour	100	252	+152

Increase due to E.W.O. #1.

B.I. 9	Embankment In Place	Cu. Yd.	990	834.81	-16

All that was required.

B.I. 10	Toe Trench Excavation	Cu. Yd.	95	143.65	+51

When the fill on the N.E. quanrent was completed it cut off the drainage from the farmers field causing it to flood. A ditch had to be dug to drain the field and since there was no ditch excavation item we added the excavation (54 c.y.) to the toe trench excavation. It was a small quantity and the cost people thought it would be the easiest way to go rather than make a price agreement.

B. I. 11	Aggregate Base	Ton	1075	1114.31	+4

All required.

B.I. 12	Class "B" Asphalt	Ton	725	763.65	+5

All required.

B.I. 17	Loose Riprap	Cu. Yd.	200	246.48	+23

Required to provide protection for structure and stream bed.

B.I. 19	Structure Excavation	Cu. Yd.	35	7.25	-79

All that was required.

E.W.O. 1	Cut Deck Edge & Install GM Rail	$	5,592.00	4,902.89	-12

Haul distance was reduced when GM rail was returned.

E.W.O. 3	Amber Lights, 110 Hookup	$	1,040.00	1,502.47	+44

Due to increase in material costs.

9023

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ash Creek Bridge		WEEK ENDING: 6/7/80
		SECTION PREFIX: 527-1092
HIGHWAY: FAS A557 (Clow Corner Rd)		COUNTY: Polk
NAME OF JOB: Ash Creek Bridge	KIND OF WORK: Grading, Paving and Structure Widening	
CONTRACTOR: Columbia Pacific Construction Co.	CONTRACT NUMBER: 9023	FEDERAL AID PROJECT NUMBER: RS-A557(1)
DATE OF CONTRACT: 9/17/79	DATE WORK STARTED: 9/24/79	ESTIMATED COMPLETION DATE: 6/3/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 250
PROJECT AUTHORIZATION $148,764.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING $136,968.15	ENGINEERING AUTHORIZATION $11,796.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $141,623.26	ENGINEERING COST TO DATE $13,915.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 3 %	PERCENT OF AUTHORIZATION 118 %	DATE PROJECT WAS COMPLETED: 6/3/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
			100	100			
			Aggr. Base GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Class B PAVING
MILES IN PROJECT			.3				.3
MILES PARTIALLY COMPLETED			.3				.3
MILES COMPLETED			.3				.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,075 Ton				725 Ton
TOTAL QUANTITIES CORRECTED TO DATE			941 Ton				753 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			941 Ton				753 ton
AVERAGE DAILY QUANTITIES			0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Completed				Completed
NUMBER OF SHIFTS PER DAY			0				0
HOURS PER SHIFT			0				0

EQUIPMENT USED DURING THE WEEK:

Backhoe, Loader, Grademaker.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8161								
PERCENT	100								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY	1	Cloudy	1	
MONDAY	2	Cloudy	1	
TUESDAY	3	Cloudy	1	
WEDNESDAY	4	Cloudy		
THURSDAY	5	Ptly Cldy		
FRIDAY	6	Cloudy		
SATURDAY	7	Cloudy		

Kussey, Jackmond, Hopkins, Williams, Johnson, Glenn — Richards, Berg, Inloes, Widmer, Gebauer, Church

RECEIVED
JUN 10 1980
CONSTRUCTION BRANCH

Job Complete.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No Activity.
MONDAY 2	Columbia Pacific did some fence repair, painting on edge of slabs. Salem Road & Driveway dressing up shoulders, slopes and ditches.
TUESDAY 3	Salem Road dressing up shoulders. Project Complete.
WEDNESDAY 4	No Activity.
THURSDAY 5	No Activity.
[illegible]AY 6	No Activity.
SATURDAY 7	No Activity.

REMARKS

Project complete June 3, 1980.

SIGNED Art Gottfried LOCATION Salem

Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

Con 21-.8
Rock Alp

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-A557(1)

STATE PROJECT NO.: See below

FROM: G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: 70323

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR
Info | Invest | R/D | R/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	10-15-79	Secondary A557 / County Road

GENERAL LOCATION:

Godsey Road - Pacific Highway West

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change see below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

As requested in Mr. Swan's letter of 10-5-79 I approve the revised right of way costs to a TEC of $5,500 with Federal participation limited to $4,848.

(Incr TEC $2,500 - Federal Funds $2,278)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-15-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

Con 2 - 5
Polk

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-A557(1)

STATE PROJECT NO.: See below

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 70323

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 brig Moehring
FOR
Info | Insp | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-2-79	Secondary A557	County Road

GENERAL LOCATION:
Godsey Road - Pacific Highway West

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 10, 1979 I approve the revised preliminary engineering costs to a TEC of $40,000 with Federal participation limited to $34,320.

It should be noted that preliminary engineering charges after August 1, 1979 are not eligible. (Increase TEC $12,500 - Federal Funds $10,725)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-2-79	J. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—731-918

9023

August 24, 1979

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attn: Clarence Stevens
County Engineer

Gentlemen:

On August 23, 1979 a satisfactory bid was received from the Columbia Pacific Construction Co., P.O. Box 1344, Lake Oswego, Oregon 97034 for the Ash Creek Bridge Section on Glen Cooper Road, 9A8-A537. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$129,079.00
Permanent Pavement Striping	$ 1,000.00
Seeding and Mulching	1,000.00
4 1/2% Contingencies	5,808.15
9% Engineering	11,796.30
ESTIMATED TOTAL COST	$148,764.45

County's Advance Deposit:
6% of $148,764.45 = $8,925.87 or say $9,000.00.

This project will be awarded upon receipt of your advance August 28, which should be in this office no later than September 14, 1979.

Please make your check for $9,000.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

DES:pf

bcc w/AD # 677: Region 2 Federal Aid Specialist Phil Stearns
Vern Steeg - Please return completed AD # 677 when check is received.

9-17-79
Rec'd 9,000
Adv. Dep 9-14-79;
Notified Steve &
Stearns. ✓

9023

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A557(1)

STATE PROJECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70323

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-16-76	8-1-79	Secondary A557	County Road

GENERAL LOCATION:

Godsey Road - Pacific Highway West

GENERAL DESCRIPTION OF WORK:

Authorization to Advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated July 24, 1979 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURES OF APPROVING OFFICIAL	TITLE
8-1-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9023

Section Ash Creek Bridge — Programming Estimate $ 117,000 Urban

Highway FAS A557 (Clow Corner Rd.) — Project Length 0.11 mi.

County Polk — Completion Time 250 Cal. Days.

Kind of Work Grading, Paving and Structure Widening — May 1, '80

Prefix 527 - 1947 Aug. 23 — FA Project No. RS-A557(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION — Date: 7/12/79

Director	General Files	Public Affairs
Chief of Operations	General Services (DOT)	Public Transit
Asst. Dir.-Administration	Information Systems (Lane Ave.)	Radio
Asst. Dir.-Transportation Policy & Program Develop.	Labor Relations	Right of Way
Accounting (Highway)	Landscape	Safety & Health Services
Administrative Services	Library	Sign Shop
Chief Counsel	Location	State Highway Engineer
Commission Services	Mail Room	Structures
Construction	Maintenance	Technical Services Engineer
Data Processing (Trans. Bldg.)	Materials & Research	Traffic Support Services
Employee Development	Motor Vehicles	Transportation Policy & Program Development
Engineering (Design)	Organization & Manpower Services	Travel Information
Environmental	Parks & Recreation	Utilities
Equipment Shops & Storeroom	Permits & Weighmaster	Metropolitan
Finance (DOT)	Personnel Operations	Region Number 2
FHWA	Photocopy	District Number
	Proj. Mgmt. & Operations Planning	

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: Please inform the county

Form 731-0002 (7/79) — SP*70002-734

Contract Amount $ 129,664 00

1,000	

Section Ash Creek Bridge — Program. Estimate $ Uma. 149,000

Highway FAS A557 (Clow Corner Rd.) — Project Length 0.11 mi.

County Polk — Completion Time 250 Col. Days.

Kind of Work Grading, Paving and Structure Widening — May 1, '80

Prefix 527 - 1947 Aug. 23 — FA Project No. RS-A557(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 129,664 00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
Seeding & Mulching Permit Area	1,000	
		$ 2,000 00
		$ 131,664 00
Contingencies (4-1/2%)		5,924 88
Engineering (9%)		11,849 76
~~SUBTOTAL~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 149,438 64

APPROVED

_____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date June 21, '79

Section Ash Creek Bridge
County Polk
Kind Of Work Grading, Paving & Structure Widening Length 0.11 mi. Name Fricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (9%)		All	All	-	11,000-
Temporary Protection and Direction of Traffic		All	All	-	2,555-
Temporary Signs		Sq. Ft.	89	6-	534-
Temporary Barricades		Each	6	100-	600-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	200	7.50	1,500-
Temporary Delineators		Each	10	15-	150-
Temporary Guard Rail, Type 1A, Reflectorized		Lin. Ft.	85	15-	1,275-
Flagmen		Hour	100	19-	1,900-
ROADWORK					
Removal of Structures and Obstructions		All	All	-	1,000-
Embankment in Place		Cu. Yd.	990	7.50	7,425-
Toe Trench Excavation		Cu. Yd.	95	12-	1,140-
Aggregate Base		Ton	1,075	8-	8,600-
Class "B" Asphalt Concrete		Ton	725	26-	18,850-
Guard Rail, Type 2A		Each	400	11-	4,400-
Guard Rail Anchors, Type 1		Each	4	300-	1,200-
Rail End Pieces, Type C		Each	4	140-	560-
Type 2 Fence		Lin. Ft.	540	4-	2,160-

OREGON STATE HIGHWAY DIVISION — ~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE

Sheet 2 of 2

Date June 21, '79

Section Ash Creek Bridge — County Polk

Kind Of Work Grading, Paving & Structure Widening — Length 0.11 m.i — Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Loose Riprap, Class 50		Cu. Yd.	200	21⁻	4,200⁻
	STRUCTURE					
	Alterations to Existing Structure		All	All	-	8,500⁻
	Structure Excavation		Cu. Yd.	35	20⁻	700⁻
	Furnish Treated Timber Piling		Lin. Ft.	368	6 50	2,392⁻
	Drive Timber Piles (25 e.a. @ $400)		Each	16	500⁻	8,000⁻
	Structural Concrete, Class 3300		All	All	-	10,000⁻
	4' x 25'/30' Prestressed Slabs		Each	12	1,800⁻	21,600⁻
	Reinforcement (3,850 lbs @ 0 50)		All	All	-	1,925⁻
	Metal Rail with Tubing		Lin. Ft.	163	46⁻	7,498⁻

Section Ash Creek Bridge — Programming Estimate $ 149,000 Um.

Highway FAS A557 (Clow Corner Rd.) — Project Length 0.11 mi.

County Polk — Completion Time 250 Cal. Days.

Kind of Work Grading, Paving and Structure Widening — May 1, '80

Prefix 527 - 1947 Aug. 23 — FA Project No. RS-A557(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 129,664 00

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
Seeding & Mulching Permit Area	1,000	

$ 2,000 00

$ 131,664 00

Contingencies (4-1/2%) 5,924 88

Engineering (9%) 11,849 76

~~SUBTOTAL~~ $

Credit for _____ . . . . .

Estimated Net Authorization, Construction . . . . . $ 149,438 64

APPROVED

_____

Road Design Engineer

(2)

9023

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 527

6-18-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A557(-)
Project Name Ash Creek Bridge
Claw Carber Rd

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

Right of Way for this project acquired by OSHD staff.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

County of _____

_____
County Judge/Chairman

Certified By:

_____
Regional Right-of-Way Supervisor

Date 6-18-79

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

TOTAL TO DATE JOB COST SUMMARY — MAY 1979 — PAGE 797

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
NE 110TH-NE 148TH	CONT NO	FA PROJ NOS RS 662001 100			166.96	166.96	STATE
	526 1954	901	00 P 1		166.96	166.96	
		TOT	P1		166.96 **	166.96 **	
		** JOB TOTALS **		**			
GODSEY RD-PACIFIC HWY	CONT NO	FA PROJ NOS RS 557001 100				00	STATE
	527 1947	296	00 N 9		15,195.00CR	23,595.00CR	
	527 1947	298	00 N 9		15,195.04	23,595.00	
	527 1947	901	00 P 1		7,070.05	20,912.05	
	527 1947	901	00 N 1			100.00	
	527 1947	905	00 P 1		2,398.18	2,398.18	
	527 1947	906	00 P 1	612.90	3,386.13	3,411.37	
	527 1947	909	00 P 1		759.88	759.88	
	527 1947	910	00 P 1		308.92	3,938.06	
	527 1947	913	00 P 1		1.60	1.60	
	527 1947	914	00 P 1		115.04	319.96	
	527 1947	918	00 P 1		442.40	635.32	
	527 1947	922	00 P 1		6.64	6.64	
	527 1947	923	00 P 1			42.84	
	527 1947	924	00 P 1			122.72	
	527 1947	926	00 P 1		2,985.13	4,108.94	
	527 1947	950	00 P 1		143.48	1,131.82	
		TOT	P1	612.90	17,617.45	37,794.43	
		TOT	N1			100.00	
		** JOB TOTALS **		612.90 **	17,617.45 **	37,894.43 **	
DECKER RD-JACKNIFE CRK	CONT NO	* FA PROJ NOS RS 561002 100				00	STATE
	528 1957	296	00 N 9			11,021.03CR	
	528 1957	298	00 N 9			11,021.03	
	528 1957	901	00 P 1			2,254.76	
	528 1957	901	00 N 1			254.03	
	528 1957	905	00 P 1			3,627.29	
	528 1957	910	00 P 1			877.96	
	528 1957	912	00 P 1			35.62	
	528 1957	914	00 P 1			5.76	
	528 1957	920	00 P 1			44.86	
	528 1957	921	00 P 1			465.84	
	528 1957	950	00 P 1			72.96	
		TOT	P1			12,845.03	
		TOT	N1			254.03	
		** JOB TOTALS **		**	**	13,099.06 **	
3RD ST RR XING (TILLAMOOK)	CONT NO	* FA PROJ NOS SRS 005011 100				00	STATE
	529 1960	296	00 N 9			28.06	
	529 1960	296	00 N 9			178.98CR	

5-79

9023

9023

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: March 12, 1979

SUBJECT:
N. Fk. Ash Cr. Br. Widening
Ash Creek Bridge Section
Clow Corner Road
Polk County
Bridge 8161A

Enclosed are two reduced prints of drawings 34153, 34184 and 34154, which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 65,000
Structure	58,000
Engineering & Contingencies	25,000
TOTAL	$148,000

It is planned to call for bids on this section on August 23, 1979.

Please make a field review and return one set by May 15, 1979 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc C.G.Swenson (Polk Co. Engr.) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
Art Gottfried /w/ 1 set encls.

REFERRED TO
Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lau
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Please review.
Is our est up-to-date?
Last update 1/10/79 CH

1387

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Anderson

RECEIVED
MAR 13 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: March 12, 1979

SUBJECT:
N. Fk. Ash Cr. Br. Widening
Ash Creek Bridge Section
Clow Corner Road
Polk County
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Structure	58,000
Engineering & Contingencies	25,000
TOTAL	$148,000

called Phil - ltc with agg Co. for 4/18/79 $165,000 145,000 Gravity $9,900

It is planned to call for bids on this section on August 23, 1979.

Please make a field review and return one set by May 15, 1979 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc C.G.Swenson (Polk Co. Engr.) /w/ 2 sets encls.
H. A. Scnell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
Art Gottfried /w/ 1 set encls.

PROJECT MANAGEMENT
CCE ☐
FAE ☐

Reynolds
How much Fas-C funds presently committed on this road?

138,095 Fed Funds

81-128-1387

9023

CON 21-8
Polk

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 7, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agreement #125
Ash Cr. Br.-Clow Corner Rd.
Polk County

TO:

Jim Dixon
Region 2 R/W Supervisor

Attn: Perry Crosley

MISC. CONTRACTS and AGREEMENTS No. 5877

Attached is a signed copy for transmittal to the County and a copy for your files of the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Finance, Jim Kinns, w/c
C. W. Head, w/orig.
Local Gov't Programs, w/c
Title, w/c

3-19-79
noted in agree. Book
NOTED
C. W. HEAD

9023

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 31, 1979

Ralph Blanchard
County Surveyor
206 Courthouse
Dallas, OR 97338

Dear Mr. Blanchard:

Enclosed are four prints of the revised preliminary plan for the North Fork Ash Creek Bridge widening project.

Our present estimate of cost for the project is:

Grading and Paving	$ 65,000
Structure	54,000
Engineering & Contingencies	24,000
Total	$143,000

Please review the plans and return two sets of prints tc this office with your comments or corrections and your Commissioners' signature of approval.

It is planned to call for bids on this project on September 30, 1979.

Very truly yours,

ORIGINAL SIGNED BY
PHILLIP O. STEARNS

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
Enc.
cc: T. G. Thompson
LGPU

PROJECT MANAGEMENT

9023

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer
Atten. Phil Stearns
Reg. Federal Aid Engr.

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: January 25, 1979

SUBJECT:

N.Fork Ash Cr. Br. Widening
Ash Creek Bridge
Clow Corner County Road
Polk County
Bridge 8161A
FAS-C

Enclosed are four reduced prints of drawings 33941 and 33879, which are the revised preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 65,000
Structure	54,000
Engineering & Contingencies	24,000
Total	$143,000

Please use these prints to obtain the approval of Polk County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on September 30, 1979.

GDA:dh

Enclosures

cc H. A. Schell /w/ 1 set encls.
Design /w/ 1 set encls.
County-City Unit
Environment (M. Banks) /w/ 1 set encls.
C. G. Swenson (Polk County)

PROJECT MANAGEMENT
PME ☐ CCE ☐
CCE ☐ TAE ☐
JAN 29 '79

81-125-1367

9023

January 24, 1979

Polk County
Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attn: Mr. Ralph Blanchard
County Surveyor

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the acquisition of R/W phase of the Ash Creek Bridge Section on Clow Corner Road FAS A557, RS-A557(1).

Financial sharing of the preliminary engineering is:

3/13/79
Rec'd
Informed Region

Total P.E.	$3,000.00
Federal Funds	2,570.00
Balance	$ 430.00

Local Share:
¼ of $430.00 = $215.00

Please make your check in the amount of $215.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#577:Vern Skoog-Please return completed AD#577 when check is received.
Region 2 Federal Aid Engineer Phil Stearns.

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9025

FEDERAL AID PROJECT NO. RS-A557(1)

STATE PROJECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70323

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-3-79	Secondary A557	County Road

GENERAL LOCATION:

Godsey Road - Pacific Highway Section

Ash Cr. Br.

GENERAL DESCRIPTION OF WORK:

Program Change - Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

File #50321, 50322 and 50323
R/W Map 1R-4-675

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-15-78 letter I approve the program change adding right of way to the character of the proposed work and you are now authorized to proceed with all phases of right of way acquisition at a TEC of $3,000 with Federal participation limited to $2,570 and only that right of way incorporated into the final location.

NOTED
F. B. KLABOE
1/6

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-3-79	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9023

2 CN 21-8
1 Calk

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

NOTED
E. S. HUNTER

Ash Creek Bridge
Clow Corner Road
Polk County
Bridge 8161A

Your letter of November 13, 1978 addressed the subject of navigability in relation to the Ash Creek Bridge across Ash Creek in Polk County and included a questionnaire entitled "Factual Characteristics for Navigability Determinations." The questionnaire has been completed and is attached along with two photos of the bridge site and a copy of a sketch showing the location of the bridge.

As the photos show, this is a small stream which is heavily overgrown with grass and brush. This stream should not be classed as navigable as it could not possibly serve any navigational interest.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
DEC 14 '78
REFER TO
FOR
Info | Invest | R/D | b/R | Stan | Act | F

Form 81-731-0027 (9-77)

9023

Con 21-8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Ash Creek Bridge Sec. Polk County

PNRS #: 7811 2 310

DATE : December 8,1978

The State Clearinghouse has received additional comments from Fish and Wildlife subsequent to our conclusion letter of December 5, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

NOTED
H.S.COULTER

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD
11-6-78

12-14-78 copies sent to:

G. L. Green	W. J. Hart
H. S. Coulter ✓	Paul Burket, Aeronautics
F. E. Terpin	C. O. Fredrickson, Region 2
J. B. Boyd	R. A. Kuehn, District 3
J. H. Versteeg	B. L. Gifford
Gary Potter	

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 310 Due Date: DEC 1 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 12/7/78

The Oregon Department of Fish and Wildlife does not object to the proposed Ash Creek bridge reconstruction, providing the following conditions are observed during construction.

1. Equipment operation within flowing water be confined to the period of July 1 through September 15.

2. Adequate measures be taken to minimize turbidities which could result from construction.

3. No pollutants especially, but not limited to, petroleum products, fresh concrete, and silt be allowed to enter the waterway.

4. Soils disturbed by the project be stabilized and revegetated.

5. All project debris be removed from the stream.

6. Please coordinate the planning of this project with our district fish and wildlife biologists. They are John Haxton (McMinnville, 472-8444) for fish and other aquatic resources, and Jim Heintz (Salem, 378-6925) for terrestrial wildlife.

9023

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Ash Creek Bridge Sec Polk County

DATE: December 5, 1978

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☒ Significant conflicts with the plans, policies or programs of state government have been identified. [illegible] resolved and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC - 8 '78
REFER TO
GOVERNOR
Info | Invest | R/W | D/A | Sign | Act | File

12-7-78 copies sent to:
G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
C. O. Fredrickson, Region 2
R. A. Kuehn, Dist. 3
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7811 2 2-0

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
11-6-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S.COULTER

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 310 Due Date: DEC 1 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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(✓) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Because of the potential for archaeological resources along Ash Creek, we request that a cultural resource survey be conducted by a professional competent in archaeology and history.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David B Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 Due Date: DEC 1 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

RECEIVED
NOV 9 1978
DIVISION OF STATE LANDS

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

gency Lands By NN

9023

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

Attn. Phil Stearns

DATE: November 16, 1978

SUBJECT:

N. Fork Ash Cr. Br. Widening
Ash Creek Bridge Section
Clow Corner Road
Polk County
Bridge 8161A

FROM:

T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are four reduced prints of drawings 33941 and 33879 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs, not including grading and paving, for the proposed contract is as follows:

Structure Widening	$59,600
Engineering & Contingencies	11,900
Total	$71,500

Please use these prints to obtain the approval of Polk County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on June 28, 1979.

GDA:dh

Enclosure

cc H. A. Schell /w/ 1 set
Engineering /w/ 1 set
County-City Unit
Environment Section (M. Banks) /w/ 1 set

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 17 1978
File: PM FA
TA Reynoldson LG OP

81-125-1387

9023

COUNTY ENGINEER

POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338

PHONE
623-8171
EXT. 47

November 6, 1978

Mr. Phil Stearns
Regional Engineer
2960 State Street
Transportation Building
Salem, Oregon

RE: Ash Creek Bridge - Waterproofing and Rebar Coating

Dear Phil:

Pursuant to your request by phone relative to the above subject, please be advised that we would like to have the upper layer of deck rebar coated, and also have deck waterproofing included in the contract.

If we have any choice we would prefer that the deck waterproofing be a rubber or fiber reinforced A.C. mix.

Very truly yours,

C. G. Swenson
Polk County Engineer

CGS:gd

cc. Bridge Section
Specs

RECEIVED
NOV 1978
J. Reynoldson

(#2) 9023

UCN 21-8
Polk
Co.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1978

TO: Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
200 Senator Building
220 High Street NE
Salem, Oregon 97301

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Ash Creek Bridge Section, Polk County
Highway: Clow Corner Road, RS-A577
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 6, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 C. O. Fredrickson
District 3 R. A. Kuehn
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 8 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation	45	46] DIVISION: Highway			79
03	12] APPLICANT ADDRESS STREET: O'DOT Building	45	46] CITY: Salem	60	76] ZIP: 97310	80
04	12] CONTACT PERSON: D. H. Moehring	45	46] AREA CODE: 503 / 48 49] PHONE: 378 / 55	56] EXTENSION: 6563		59
01	12] PROJECT TITLE: Ash Creek Bridge Section, Polk County					71
11	12] PROJECT LOCATION—CITY: Clow Corner Road RS-A577		PROJECT LOCATION—COUNTY: Polk	PROJECT LOCATION SEC: T: R:		79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] The proposed project is to reconstruct an existing facility to provide wider					71
07	12] paved travel lanes and gravel shoulders. A structure crossing the North fork					71
08	12] of Ash Creek would be widened accordingly.					71
09	12]					71
10	12]					71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant 19	20] (B) Other 27	28] (C) State 35	36] (D) Local 43	44] (E) FUNDS 51	52] (F) FUNDS 60
	195,000	- - -	22,500	22,500	- - -	250,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) 45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) 79	71
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways		
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation 45	46] FEDERAL SUB-AGENCY NAME: FHWA 79	

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [XX] 29 No [ ] 30 Date: 11/6/78	Yes [X] 31 No [ ] 32	Yes [ ] 33 No [XX] 34	Yes [ ] 35 No [XX] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH 42	43] DAY 44	45] YEAR 46
	December	6	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/6/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 [12] APPLICANT: Department of Transportation — [45] [46] DIVISION: Highway — [79]

03 [12] APPLICANT ADDRESS STREET: O'DOT Building — [45] [46] CITY: Salem — [60] [76] ZIP: 97310 — [80]

04 [12] CONTACT PERSON: D. H. Moehring — [45] [46] AREA CODE [48]: 503 — [49] PHONE [55]: 378 — [56] EXTENSION [59]: 6563

01 [12] PROJECT TITLE: Ash Creek Bridge Section, Polk County — [71]

11 [12] PROJECT LOCATION—CITY: Clow Corner Road RS-A577 — PROJECT LOCATION—COUNTY: Polk — PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] The proposed project is to reconstruct an existing facility to provide wider — [71]

07 [12] paved travel lanes and gravel shoulders. A structure crossing the North fork — [71]

08 [12] of Ash Creek would be widened accordingly. — [71]

09 [12] — [71]

10 [12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
195,000	- - -	22,500	22,500	- - -	250,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) — [45] [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) — [79] — [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation — [45] [46] FEDERAL SUB-AGENCY NAME: FHWA — [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes [X] 29 ☐ No 30 Date: 11/6/78	Yes [X] 31 ☐ No 32	Yes ☐ 33 [X] No 34	Yes ☐ 35 [X] No 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: December — [43] DAY [44]: 6 — [45] YEAR [46]: 1978

ADDITIONAL INFORMATION–ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/6/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE & REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
J PROJECT
No-Maj or
RS-A557(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section ASH CREEK BRIDGE SEC.
Date December 15, 1976
Unit (if appl)
County Polk
City
Highway Clow Corner Road
State Hwy. No. County Road 852
Termini: M.P.(if appl)
Length 3.47
Region 2
Construction Estimate $225,675.00
Program Amount

B. Purpose of Project:

To reconstruct an existing facility to improve safety and minimize excessive maintenance.

C. Origin & History of Project:

Administrative action by the Polk County Board of Commissioners on June 17, 1975, directed the application for off system funds. The highway was realigned to a FAS as of July 1, 1976. Application for FAS-C funds is being processed.

D. General Description of Project:

The proposed project is to reconstruct an existing facility to provide wider paved travel lanes and gravel shoulders. A structure crossing the North fork of Ash Creek would be widened accordingly.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 2 ; Parking ____
Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. 2 ; Parking ____

Traffic: Existing Facility: Existing ADT 3500 1973 Projected ADT 6000* ; Yr. 1993
Existing Level of Service C

Proposed Facility: Projected ADT 6000 ; Yr. 1993
Projected Level of Service D

Right of Way: Additional anticipated ~~No~~ YES ; if yes, give approx. No. Parcels_____
Yes, No

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Existing reinforced concrete structure crossing the north fork of Ash Creek to be widened on both sides.

Brief Description of River or Stream and Type of Involvement, if any:

The north fork of Ash Creek drains on approx. 5 sq. mile area of farm land and rolling foothills of the western Willamette River Valley lying between the Rickreall Creek and Luckiamute River drainages, and lying westerly (upstream) from the bridge. Runoff is rapid and flooding occurs at times. A drainage district has been formed and is considering plans to control the flood problem. Ash Creek and its tributaries is tributory to the Willamette River.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Design alternatives considering travel lane and shoulder width, will be studied during the location phase.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project area is a gently sloping area along the general location of the North fork of Ash Creek. The area is generally open with scatterd oak and fir trees on the hills to the south with opengrass and grain fields on the northerly side. The westerly end is subject to flooding from the north fork of Ash Creek during extreme high water. A drainage district has been formed to correct this condition in FY 1976. Soils are generally silty clay loam.

2. Cultural:

The areas along the route are predominately for farming and small acreage residential tracts. Utilities include a major overhead power transmission line and buried telephone, gas and water at different locations. No major relocation of any utilities is anticipated.

Ambient noise levels and air quality are common to a rural farming area and are estimated to be within the guidelines established FHWA.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

~~N/A.~~ NO SIGNIFICANT IMPACT, REQUIRED FOR BRIDGE WIDENING ONLY.

2. Estimated Impact on Traffic Patterns:

None anticipated

Consequences--Air Quality, Noise, Safety, etc.:
Projects of this type are generally considered to have no significant impact on air quality or noise. Additional travel lane width would improve safety.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards
No noise study report as per FHPM 7-7-3 is required because of lack of traffic noise increase on this project.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is considered to be consistant with the above standards and plans.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- -X--NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

PROSPECTUS MAP

~~ECL Dallas - Pacific Hwy West~~

Clow Corner Rd (Co. Rd. 852)

Polk County

T 8 S, R 4 4 5 W, W.M.

Scale: 1" = 1 mile

ASH CREEK BRIDGE SEC.

9023

POLK COUNTY BOARD of COMMISSIONERS

Henry A. (Hank) Dougherty, Chairman
Walter R. Gjernvold, Commissioner
Alan W. Miller, Commissioner

Room 12
County Courthouse
Dallas, Oregon 97338

Telephone: 623-8171, Extension 44

November 6, 1978

Ash Bridge Section
Clow Corner Road
FAS #557

Phil Stearns
Regional Engineer
Transportation Building
2960 State Street
State Highway Department
Salem, Oregon 97301

Dear Phil:

Pursuant to your telephone request, we do wish the Right-of-Way acquisition to be handled by the Department of Transportation.

We would also like the cost to be charged against our FAS funds.

Yours truly,

POLK COUNTY BOARD OF COMMISSIONERS

Henry A. (Hank) Dougherty, Chairman

HAD:sd

C.C. Rod Henry

Reynolds
Arrange programming
& advise R/W

9023

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 17, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: Files 50321 etc.

Ash Creek Bridge Sec.
Clow Corner Road (County Rd.)
Polk County

TO: Jim Dixon
Reg. R/W Supervisor

REGION II

Attached you will find six copies each of three original option forms covering right of way to be acquired in connection with Ash Creek Bridge Section of Clow Corner Road (County Road) in Polk County. This contract is scheduled for letting June 28, 1979.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of October 12, 1978.

We are attaching three prints of Map 1R-4-675 covering this area and bearing our date of October 17, 1978.

File No.	Name	Area
50321	Curtis William Hoke, Jr. and E. Mae Hoke	0.24 ac
50322	Helen L. Povey	0.13 ac
50323	Woody C. Rutell and Sue Ellen Rutell	0.12 ac

AC:nn
Enc. 3 Options, etc.
cc: C. O. Fredrickson/2 prints
M. Mead/1 print & Auth. List
F. Lowe
Title/1 print
A. Riveness/Exhibit

9023

NARRATIVE REPORT
GODSEY ROAD - PACIFIC HIGHWAY WEST
CLOW CORNER COUNTY ROAD No. 852
Polk County

Richard E. Nelson
Region Location Engineer

September 1978

HISTORY: Polk County initially requested this project in September 1976. As orginially requested, this project consisted of widening Clow Corner road from its intersection of Godsey Road to its intersection with the Pacific Highway West. This included widening the Ash Creek Bridge.

In July 1978, Polk County requested that the project be downscoped to just the widening of the Ash Creek bridge. The County, at that time, asked for preliminary estimates for widening the structure to 32 feet and also to 40 feet. Subsequently the estimate for a 32 foot bridge was eliminated as standards require a 40 foot structure at this location.

STANDARDS: AASHO Standards for a Class A2 Highway were complied with.

TYPICAL SECTION: Proposed structure is to consist of 2 - 12 foot travel lanes with 8 foot shoulders on each side, overall width 40 feet.

Existing roadway is 22 feet; structure width 24 feet.

HORIZONTAL ALIGNMENT: The existing tangent alignment is to be maintained.

VERTICAL ALIGNMENT: Excavating the existing roadway from 160+50 to 161+96 and 162+47 to 164+00 is proposed to allow matching the existing grade of the Ash Creek structure. The remainder of the project consists of a 4 inch overlay of the existing grade tapering to match existing grades at the ends of the project.

MATERIALS: 350 yards of embankment are anticipated. Available material will have a deficit of approximately 30 cu. yards. It is anticipated that local commercial sources will be available to provide this small amount of borrow material.

State acquire in County name Pat Steans 9/25/98

RIGHT OF WAY: Approximately 1/4 acre additional right of way is required. It is broken into three separate ownerships.

STRUCTURE: The existing Ash Creek structure is a reinforced concrete deck girder structure with an overall length of 84 feet. Existing horizontal clearance is 24 feet. The widening proposal includes chipping or cutting of the existing felloe guard, and rails, then widening 8 feet each side with precast concrete deck slabs. A metal rail similar to type 2 guard rail is proposed for this structure.

Told R/W in Region

DRAINAGE: No culverts or underdrains are required. The cross sections incorporate a small ditch where necessary to maintain existing drainage patterns. The proposed bridge widening method should have minimal effect on the existing stream flow.

STAGE CONSTRUCTION:

Stage One would consist of widening one side of the roadway and the structure.

Stage Two would be the widening of the remaining side of the bridge and roadway.

Stage Three: removal of existing pavement from 160+50 to 164+00, excluding bridge deck paving and resurfacing with 12 inches deep A.C..

UTILITIES: There is a buried telephone line along the northerly shoulder of the road. Provisions should be made for a telephone conduit under the new portion of the bridge.

DIVISION Sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 9/18/78

Section Ash Creek Bridge County Polk

Kind of Work Bridge Widening Length 700' Prefix 5 27-1947

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization 9%	110	Lump Sum	All		5,715
2	Temp. Protect. and Direct. of Traffic 3%	111	Lump Sum	All		1,850
3	Temporary Signs	111	Square Feet	132	6.50	858
4	Flagman	111	hours	224	19.50	4,368
5	Removal of Structures & Obstr.	202	Lump Sum	All	—	2,000
6	Embankment in Place	203	Cubic Yards	350	6.00	2,100
7	Crushed Aggregate Base	304	Ton	565	9.50	5,367
8	Class 'B' A.C. Pavement Mixture	401.82	Ton	1550	17.50	27,125
9	Asphalt Cement in Mix	401.82	Ton	108	97.00	10,476
10	Type 2 A Guard Rail	606	Lin. Feet	404	15.00	6,060
11	Type 1 Guard Rail Anchors	606	each	4	300.00	1,200
12	Type 'C' Guard Rail End Piece	606	each	4	125.00	500
13	Type 2 Fence	607	Lin. Ft.	400	4.00	1,600
14	Engineering and Contingencies 20%					13,844
15	Sub-Total					83,063
16	Additional Anticipated Items					
17	Temp. Striping		Lump Sum	All	#1000	1,000
18	Perm. Striping		Lump Sum	All	#1000	1,000
19	Widen Structure					50,000
20	Seeding & Mulching		Lump Sum	All	#1000	1,000
21	Sub - Total					136,063
22	Right of Way					
23	Total					

9023

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

9-26-78

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Godsey Road - Pacific Hwy. W. & Clow Corner Road

Project Federal Aid Number: FAS-A557

Applicant: Polk County

Contact: C. Swanson or Ralph Blanchard

Federal Aid Funds: FAS X FAUS ____ Other ____

Date Project Approved by Trans. Comm.: Sept. 28, 1976

State to: ___ Review applicant's right-of-way acquisition program, or

X Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: _____

Harold Reynolds

~~County-City Unit~~
Project Management

9/26/78
Date

cc: Right-of-Way Engineer X
Region ____ Engineer
Region X Federal Aid Engineer
Region X Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

K-3

PROJECT MANAGEMENT OFFICE MEMO

Date 8-4-78

Subject Halsey Rd (Polk Co FAS-C) File No.

Received (call) (~~visit~~) from Phil Stearns re another matter

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Told Phil PMS run shows a June 28, 1979 letting date provided field survey is completed in 2 weeks. Told him to get w/Dick Nelson & County to resolve any questions get new PMS dates for a shorter project, and to submit w/request for an earlier (hopefully April 1979) letting date

Signature J Kinser

File ( ) ( ) ( ) ( ) ( ) (X) ( ) (X) Prange Reynoldson (1) M

Circulate: PME LGE OPE FAE GCE OM Other

9023

527-1497

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

July 25, 1978

Polk County Board of Commissioners
Room 12, County Courthouse
Dallas, OR 97338

Attn: Henry A. Dougherty, Chairman

Dear Mr. Dougherty:

Your request to downscope the Godsey Road - Pacific Highway West Section of Clow Corner Road has been received. Our Region Location Crew will now concentrate on widening Ash Creek Bridge and the grading necessary for the widening.

Preliminary engineering charges will be made as on any project that is downscoped. There should be no reimbursement of funds involved.

More field data is required to give you the estimates you requested. A figure of $45 per square foot can be used for estimating bridge construction. Then the fill and roadway work to accomodate the widening must be considered. Mr. Blanchard will be contacted in the near future and given cost estimates.

A recommendation for bridge construction will be given after field data has been analyzed. You will be advised as work progresses.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc: G. W. Wimer
R. Nelson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 25, 1978

Salem, Oregon

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Godsey Rd. - Pacific Hwy
West Section
Clow Corner Road
Polk County

TO: G. W. Wimer
Local Government Manager

Attached is a letter from the Polk County Board of Commissioners requesting a change of scope for their project.

Region Office will take appropriate action to downscope the project. It is suggested the title be changed to Ash Creek Bridge Section, Clow Corner Road.

I would appreciate information regarding the pre-engineering expenditures. Can this be charged to the bridge project?

POS:gl
attachment

7/26/78
Bill Kappes said if county would do the road project with their own people then the PE would not have to be paid back

Told Phil Stearns - he said he would talk to county

PROJECT MANAGEMENT
PME ☐ CCE ☐
LG ☐ FAE ☐
JUL 14 1978

Rec: PM FA
LG OE

Reynolds

Seems reasonable to not bill Co for portion survey if revised project costs close to orig proposal. Verify that we can and draft reply to Phil for me to sign.

POLK COUNTY BOARD of COMMISSIONERS

Henry A. (Hank) Dougherty
Chairman

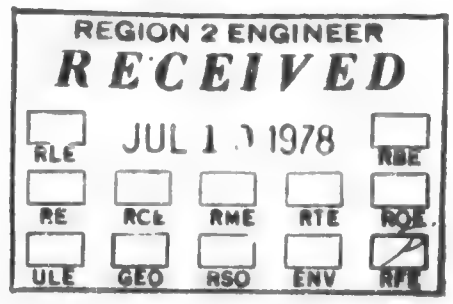
Walter R. Gjersvold
Commissioner

Alan W. Miller
Commissioner

Room 12
County Courthouse
Dallas, Oregon 97338

Telephone: 623-8171
Extension 44

July 5, 1978



Mr. Phil Stearns
Regional Federal Aid Engineer
State Highway Division
2960 E. State Street
Salem, OR 97310

SUBJECT: Godsey Road - Pacific Highway West: FAS Project

Dear Mr. Stearns:

The subject project was applied for in September, 1976. At that time, the estimated cost for the project was $325,000. We have now been informed that the estimated cost of the project is $884,600.

It is our feeling we can not justify the expenditure of such an amount of money for this construction. This estimate of cost far exceeds our currently available FAS funds; we therefor request that the FAS project be reduced to widening the Ash Creek Bridge and also, we request that the monies expended to date, for preliminary enigneering, be charged to the bridge widening project.

We would appreciate it, if you would furnish us with a preliminary cost estimate for:

(1) widening the bridge to 32 feet, 4 feet on each side, and

(2) widening to 40 feet, 8 feet on each side,

along with your recommendations for the bridge widening work.

Should you have any questions relative to this, please feel free to contact either Ralph Blanchard, Assistant Roadmaster or John Gorman, County Roadmaster.

Very truly yours,

POLK COUNTY BOARD OF COMMISSIONERS

Henry A. (Hank) Dougherty, Chairman

1023

(Ore. 99 & Polk C

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: January 7, 1977

FROM: L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT

Godsey Rd. Pacific Highway West
Clow Corner Road
Polk County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 1-10-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. I. Gifford
Region 2 : John Sheldrake
District 3 : R. A. Kuhen
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR
Info | Lmds | R/D | DVR | Sgns | Sgt | File

Form FHWA 121 (Rev. 5-73)

9023

UNITED STATES GOVERNMENT

Memorandum

(FCTE 21-8 POLK)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 4, 1977

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Godsey Rd. Pacific Highway West
Clow Corner Rd.
Polk County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 17, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Kappen
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9123 11-11-76 10-29-8 POLK

RS-A557(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Polk

ITEM NO.: 70323

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
Rulien
FOR
Info | Invest | P/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-16-76	11-16-76	Secondary A557	County Road

GENERAL LOCATION:

"Godsey Road-Pacific Hwy. West Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and grade, drain, pave and widen structure
(Code 6201 Miles 3.47)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION Including utility preparatory work TEC $27,500 - FF $23,595.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 10-29-76, I concur that subject project is a non-major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 10-29-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $250,000 - Federal funds $214,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-76	G. K. Hoffman for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—881-998

9023

Acct 21-8
HCLK

November 15, 1976

Polk County Board of Commissioners
Polk County Courthouse
Dallas, OR 97338

Attention: Mrs. Allene Kattleson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5877

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Godsey Road-Pacific Highway West Section of the Glew Corner Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Read
COMMISSION SERVICES

kkw

Enclosure

bc: Don Harwell (agreement attached)

9023

Jan 91 8

Polk

~~PRO 6-2~~

October 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulfen
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70323
Project No. RS-A557(1)
Godsey Road-Pacific Hwy. West Section
Polk County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10a.

(2) Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $27,500 with obligation of $23,595 in federal funds.

(3) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $250,000 with an obligation of $214,500 in federal funds.

DRH:md

Encl.

cc: C. O. Fredrickson (Region 2)
D. E. Swan
H. Reynoldson

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 6-61)

October 29, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME		
		Co. Rd., Jct. SR 99W, E 3.5 mi.			3,500 DHV 400	6,000	96	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASS	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)		NUMBER
	PE, Gr., Dr., H-T Pave, & Widen Str.								RS-		A557
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Rural Secondary						Polk				
	NAME OF URBAN AREA						ROUTE NO.	FEDERAL-AID	STATE		U.S.
	---						S	A557	Co. Rd.		---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1&3)	(10)	41	42	48 46	53		(54) (58)	(59) (66)	(67) (76)		
3					PE			3.47	27,500	23,595	3,905	--
3					ROW							
3					CONST (CODE) 6201		"Godsey Road-Pacific Hwy. West Section"	3.47	250,000	214,500	17,750	17,750 (Co.)
							PROJECT TOTALS	3.47	277,500	238,095	21,655	17,750 (Co.)

CARD 1	CODE 1	PREPARED BY			
4	14	DRH	PROGRAM APPROVAL DATES	(18) (34) (24) (33)	REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 29, 1976

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d., Jct. SR 99W, E 3.5 mi.	ADT	3,500 DHV 400	6,000	96	10	Oregon	41	075	70323

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Project Data COST MI.	DESIG.
ave, & Widen Str.								RS-	A557	(1)		

Rural Secondary	COUNTY NAME	CODE	PROGRAM STAGE
----	Polk	053	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	A557	Co. Rd.	----

K YPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			3.47	27,500	23,595	3,905	--	(Utility adjustment required including preparatory work.)
W								
IST		"Godsey Road-Pacific Hwy. West Section"	3.47	250,000	214,500	17,750	17,750 (Co.)	ROW-60' minimum; Access control-none; Parking Restrictions-none.
RH		PROJECT TOTALS	3.47	277,500	238,095	21,655	17,750 (Co.)	

AL DATES

REMARKS

-Over-

GODSEY ROAD-PACIFIC HWY. WEST SECTION

PROJECT NO. RS-A557(1)

Existing Facility:

Roadway--Bituminous surfaced two 12-foot travel lanes with 8-foot to 2-foot gravel shoulders.

Structure--Ash Creek Bridge, length 84-foot, HC 24-foot, Reinforced concrete deck girder bridge.

Adjacent Sections:

East end--Jct. with Pacific Hwy. West.

West end--Bituminous surfaced two 12-foot travel lanes with 8-foot graveled shoulders.

Project Data: The work for this project will consist of the following:

1. All phases of preliminary engineering including utility preparatory work.

2(a) Grade, drain and high-type pavement necessary to widen the existing facility to provide for two 12-foot travel lanes with 8-foot shoulders and incidental work common to this type of project. Adjustment of utilities as required.

(b) Widen existing bridge to provide 40-foot horizontal clearance.

System Actio
Recreation

Note: Ca
Vau
The
cau

Exceptions t

Additional R

FHPM 7-7-2
graph 10e.

IM 50-1-70
3 Clearin

FHPM 7-7-5

a. Publi

b. Locat

Control of
authority
project.
with para

Note: This

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

Note: Card's Air Park Airport (Private) incorrectly shown on map as Vaughn Airport lies within 2 miles northwesterly of project. The runways are oriented such that the proposed work will not cause any conflict.

Exceptions to Minimum Design Standards: None

Additional Right of Way: None.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings--None required under Oregon Action Plan.

b. Location/Design--Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-controlled agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4-1.

Note: This project is in Congressional District No. 1.

9023

FAS A557(853)
Polk Co

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

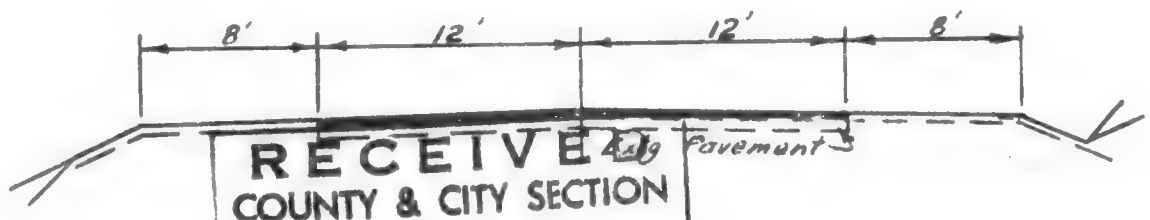
Section ..... Godsey Rd - Pacific Hwy. W. Date ..... October 5 ....., 19 76

Highway ..... Clow Corner Road (County) CR 852 FAS A557 Authorization No. ..... 1 .....

County ..... Polk ..... Survey Prefix ..... 527-1947 .....
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the East City Limits of Dallas, which is at the intersection of Clow Corner and Godsey Road. The easterly terminus is at the intersection of Clow Cornor Road and Pacific Hwy. West. Total project length is 3.47 miles.



RECEIVED
COUNTY & CITY SECTION
NOV 24 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☒ RPE ☐

Purpose of survey:

To prepare plans, specifications and cost estimate for shoulder improvement, pavement overlay and bridge widening. This is an FAS-C project.

Estimate of cost:

Field	901	8,500
Citizen Participation	902	100
County	903	200
Plans	905	3,000
Bridge	906	6,000
Soils	910	5,000
Utility	914	100
Hydraulics	918	500
Specifications	921	900
Environmental	923	200
Found. Expl.	926	3,000

RS-A557(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $27,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

James E. Chaney
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy State Highway Engineer

SP*19760-734

11-16-76
FAS-C

9023

CFN 21-8
Polk

September 28, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. M. Rullen
Program Management Engineer

SUBJECT FY 1977 Annual Program

We request the removal of the following project from Part 1 of the subject program:

Area: R
Item No.: 70507
Project No.: OS-2700(1)
F.A. Route No.: N/A
Section: Gaissay Rd. - 99W
Highway: County Road
Begin M.P.: N/A
Length: N/A
County: Polk
City: N/A
Work: PE, ROW, Grade, Pave, Drain
Estimated Cost: $260,000
F.A. Cost: $195,000

NOTE:

(1) Program change to remove project from annual program as an Off-System Project because System Realignment now places it on system as FAS A567 and it is reprogramed as a project under Item No. 70321.

JLS:bb

cc: B. L. Gifford

9023

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Ballfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Mussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

POLK COUNTY
Proposed FAS-C Project

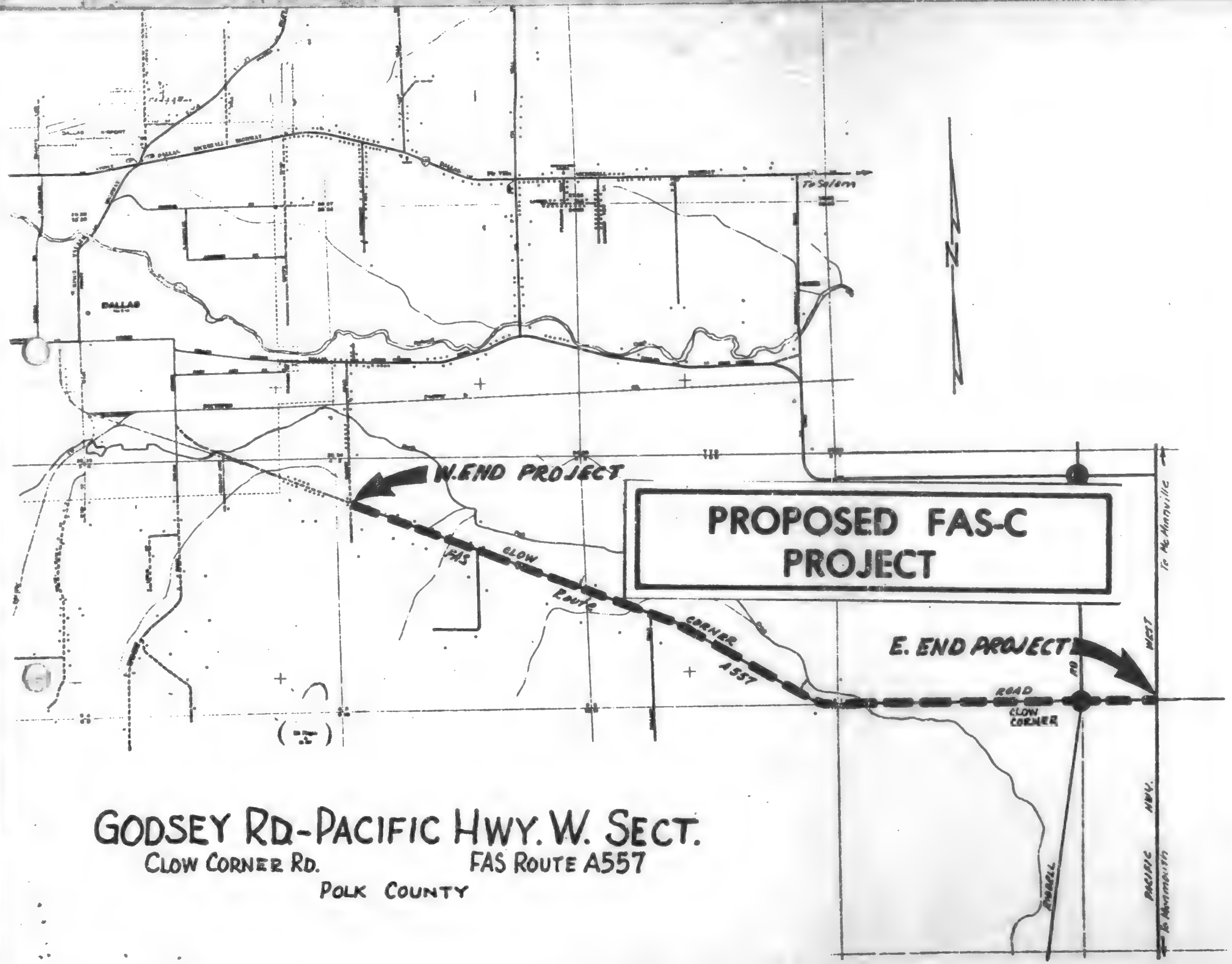
Godsey Road-Pacific Highway West Section
Clow Corner Road, County Road No. 852
FAS A557
Grade, pave, structure, widening, 3.5 miles
$250,000

Widen and pave on existing grade and alignment with two 12-foot paved travel lanes and 8-foot gravel shoulders; also widen Ash Creek Bridge to a 40-foot roadway. All elements of construction will be by contract.

Additional right-of-way will not be required and a public hearing is not anticipated.

State will perform all engineering.

76-f
9/13/76



GODSEY RD-PACIFIC HWY. W. SECT.

CLOW CORNER RD. FAS ROUTE A557

POLK COUNTY

7023

COUNTY ROAD FAS-C PROJECT REQUEST

County Road

Name of County Polk [redacted] #852 Date 9-21-76

County Road Name Clow Corner Road

Section Name Godsey Road to 99W

Type of Project Widen and improve travel surface.

Location of Project (Attach sketch map) Southeast of Dallas

3500 Design Speed 55

Is this request for county bridge design only? Yes ____ No X

county FAS bridge design? Yes ____ No X

Will County hire consultant for this project? Yes ____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 4" A.C. Total Travel Width 24'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type gravel Width Each Side 8'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 40'

3. Grading & Drainage: shoulder area
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course: shoulder area
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course: None
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface [redacted] 4" A.C.
By County ____ County Date of Completion ____ By Contract X

8. Clearing: None
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No__X_____
If answer is No, which of the following applies?
Contrary to public safety__X_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__X_____No_____

12. Will replacement be by: County_____Contract__X_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No__X__

14. Will County adjust structure to additional width? Yes____ No__X__

15. Will adjusted width be standard? Yes__X__ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____ N/A

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes__X__ No_____
By County_____ Contractor__X__
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No__X__
By seeding and mulching Yes_____No__X__
By rock blanket Yes_____No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__No_____ during the day

23. Can through traffic be detoured? Yes__X__No_____

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be constructed and maintained by County? Yes____ No__X__

26. Will detour be constructed & maintained by Contractor? Yes____ No__X__

27. Will County sign project outside work area during construction?
Yes__X__ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No__X__

29. Should contract provide for permanent signing? Yes____ No__X__

30. Should State do permanent signing? Yes____ No__X__

31. Will traffic signals be required? Yes____ No__X__
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream North Fork Ash Creek

2. Name of bridge Ash Creek Bridge

3. Dimensions of existing bridge. Length 84 Roadway Width 24

4. Type of design and material used in existing bridge. R C D G
Poured concrete on treated timber piling.

5. Location (please attach map with location marked): NW 1/4
Section 12 Township 8 South Range 5 West W.M.

6. Desired width of proposed bridge 40' Approx. length 84'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Widen existing structure with prestressed slabs open handrail.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes X No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No X

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes_____ No X
by Contractor Yes X No_____
Traveled surface: Type pavement Width 24'
Shoulder surface: Type gravel Width 8'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_X_
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes_X_ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes_____ No_X_
By Contractor? Yes_X_ No_____

23. **Will any of the following utilities be attached to this structure?**
a. Water mains: Yes_____ No_X_ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_X_ Size_____
Company_____
c. Storm sewer: Yes_____ No_X_ Size_____
Company_____
d. Gas mains: Yes_____ No_X_ Size_____
Company_____
e. Power lines: Yes_____ No_X_ Size_____
Company_____
f. Telephone lines: Yes_____ No_X_ Size_____
Company_____
g. Other Utilities:_____
_____

24. **Does County wish provisions made for future utility attachment to structures?** Yes_____ No_X_

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No_X_

26. **Does County wish complete job of illumination in project?** Yes_____ No_X_

27. **Is project contingent upon other factors?** Yes_____ No_X_
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 100 Minimum 60

2. Is any additional right-of-way needed? Yes_____ No X

3. Will right-of-way be acquired by: Resolution_____ or Deed_____None

4. Should State prepare options? Yes_____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: power; Pacific Power and Light; Telephone; Pacific N.W. Bell, Gas; N.W. Natural; Water; City of Dallas.

13. Are utilities on existing right-of-way by permit X or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____ To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_XX__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: Salem Road & Driveway Section 29 Township 7 South, Range 3 West W.M.

4. If County lease, what are royalty payments? 15¢/c.y.

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course 3/4-0 Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 325,000

2. Available FAS Funds $ 296,000

3. Does County wish advancement of future Federal funds? Yes X No _____
   Amount _____

4. Date match money is available July 1, 1976

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: A.S.A.P.

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

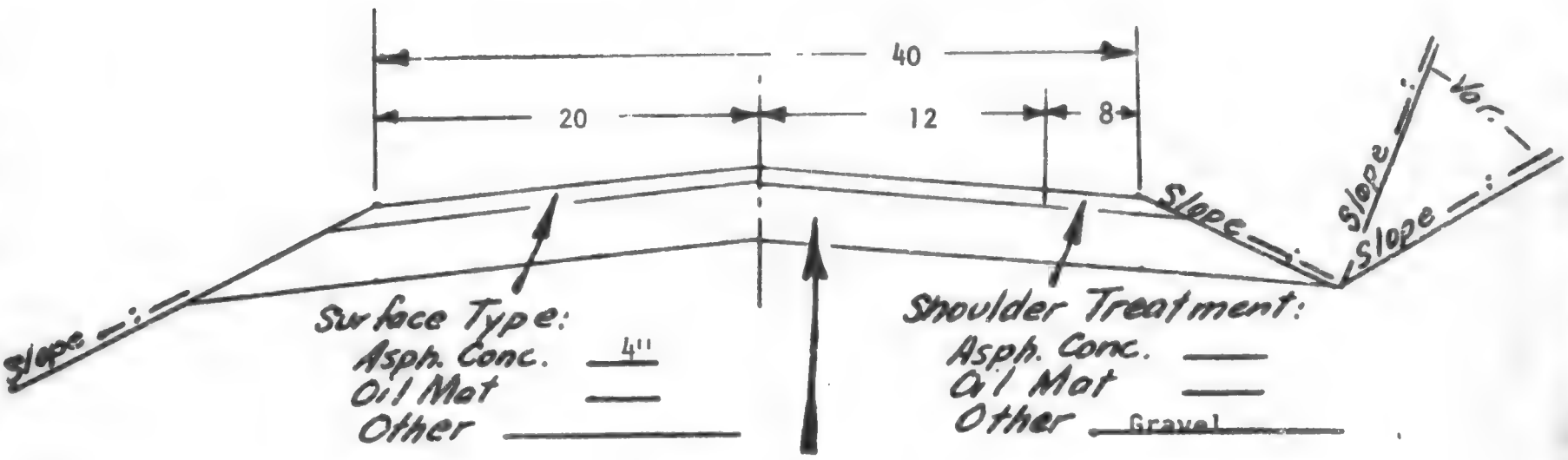
County Polk

Date 10/8/76

_____
O.S.H.D. Field Engineer

Date _____

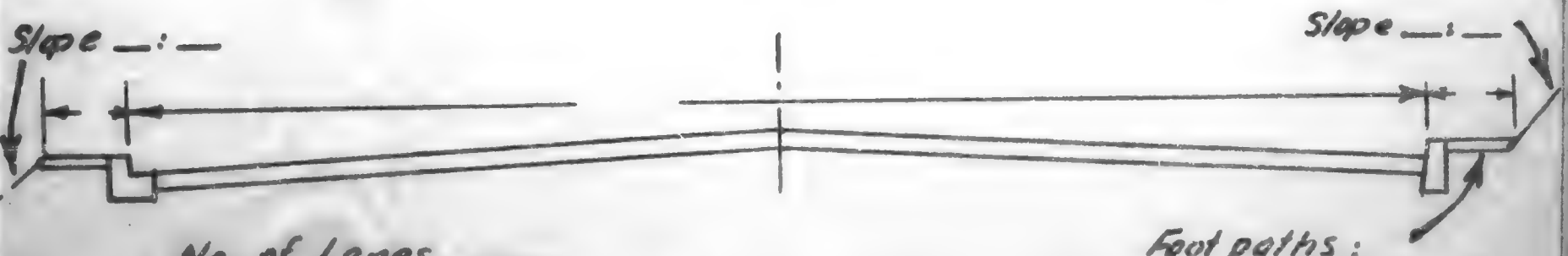
TYPICAL SECTION



Surface Type:
Asph. Conc. 4"
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run ___
Crushed Stone X 3/4-0
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

7025

Dentalin FAS-C
ST
Polk Co.

OREGON STATE HIGHWAY DIVISION

353-2353

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 17, 1976

RECEIVED
COUNTY & CITY SECTION
MAR 1 5 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

J. D. Walker
COUNTY ENGINEER
Courthouse
Dallas, OR 97338

Dear Mr. Walker:

Your FAS-C project request for improvement to Clow Corner Road has been reviewed. The road is not now on the Federal Aid system. However, it has been classed as a major collector and may be placed on the FAS system and be eligible for funding after June 30, 1976. Your application will be processed upon completion of system action.

It was noted, County intends the bridge widening be performed as a force account item and receive federal reimbursement. I have discussed this with local FHWA Officials and determined there is no possibility of approval of Force Work of this type and magnitude. Your options are 1) to widen the structure with County Forces at County expense, or 2) include the widening in the application as a part of the total project. Please advise which is your choice.

10-11-76
Called Phil S. Re Option
Selected By County. Notified As
You But will Get.
JBG.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

PROJECT MANAGEMENT
MAR 18 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

POS/elf

cc: L. W. Rulien

FAS(ST)

9023

Salem, Oregon
March 8, 1976

Robert H. Prange
Rural Engineer

Proposed FAS-C Project
Godsey Rd.-99W Sec.
Clow Corner Rd.
Polk County

Mr. Phil Stearns
Region 2 Federal Aid Engineer
East Salem Highway Building

We have reviewed Polk County's FAS-C project application and find that Clow Corner Road is not now on the Federal Aid Secondary System. It has however been classed as a major collector and as such may be placed on the FAS System and consequently eligible for FAS-C funding after June 30, 1976. So we won't be processing the county's application until system action has been completed.

Attached for your review is a copy of the county's submittal package. Note that the project includes grading, paving and bridge widening. Polk County forces intend to do the bridge widening as a force account item and receive federal reimbursement. The county is aware that we have our doubts about an FHWA approval. Perhaps you can discuss this with the Area Engineer and get an early indication.

RHP:sch

Attachment

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

V. 9023

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

ORDER NO. _____

F. A. Project No. County Road No. 852 Date January 29, 1976 19__

Street _____

County Polk Prefix _____ Account No. _____

Description of work to be done:

Widen bridge 8 feet on each side to provide 40 foot travel surface.

Location: Sta. to Sta. or MP to MP M.P. 2.2

Estimate of quanities and costs: Structure Widening

Pre-stressed slabs	8 X 84	@ $8.00/ft.^{2}	=	$10,752
Piling	16 ea. 25 ft.	@ 1.50		600
Caps				400
Handrail	168			5,000
Labor & Equipment Rental				11,248
		TOTAL		$28,000

Explanation:

County has necessary personnel and equipment to do force account portion of project.

RECEIVED
COUNTY & CITY SECTION
FEB 4 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ OE ☐ RE ☐ RPE ☐

Submitted by John L. Lomma Approved _____
(County) (OSHD)

Polk County Roadmaster

9023

EXTRA - OLIC TO Pake
10-11-76

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 29, 1976

A. PROJECT IDENTIFICATION

Name of Project Godsey Road to Pacific Highway West
(Section)

Location of Project - Clow Corner Road (Highway Name) County Road No. 852 (Highway No., US - ORE)

Dallas (City) Polk (County) (Region)

Program FAS-C (Funding) $225,675.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen and reconstruct the existing alignment, to improve safety and eliminate excessive maintenance. Increase stability of roadway by increasing pavement depth to 4".

Origin and History: Most of the road was built in 1938, balance about 1955. Traffic has increased to a point that maintenance has become excessive and the design isn't adequate for the loadings it receives. The County Board of Commissioners on June 17, 1975, directed the road department to start preparation of the application for improvement using off system funds. The application was not funded and will be realigned to an FAS as of July 1, 1976. Hence the request under FAS-C.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3.5 miles

Termini the westerly terminus is at the intersection of Clow Corner Road and Godsey Road in Dallas. The easterly terminus is at the intersection of Clow Corner Road and Pacific Highway west.

Alignment (new or existing) Existing

RECEIVED
COUNTY & CITY SECTION
FEB 4 - 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) none required.

Typical Section 24 foot pavement with 8' gravel shoulders.

Bikeway None.

Structures Widen existing RCDG concrete structure across North fork of Ash Creek, 8' on each side to provide 40' travel surface.

Additional Facilities None.

Access Control Construction of new access requires a permit from County Roadmaster.

Materials Furnished by the County from our own stockpiles.

Borrow and Waste Disposal None.

Special Construction Methods None.

Characteristics (ADT) 3500 1973 count. Traffic has doubled since 1967 when first accurate counting began. Log trucks amount to estimated 15% of traffic.

Other General Information (or Supplemental information to items) Traffic could be detoured during construction via County Road #11. Provisions will be made for school buses, mail delivery and residents to use. The flooding from a tributary of Ash Creek removes rock from the shoulders, washes debris onto the roadway surface.

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: [x] Not Required [ ] Required

Type Tentative Date(s)

A-95 Review: [ ] Not Required [x] Required

Date Submitted Date Received

Expected Coordination with Local, State and Federal Agencies All necessary coordination with Dept. of Natural Resources, Oregon State Highway Dept., and F.H.W.A.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Project area is a gently sloping area along the general location of the North fork of Ash Creek. The area is generally open with scattering oak and fir trees on the hills to the south with open grass and grain fields on the northerly side. The westerly end is subject to flooding from the North fork of Ash Creek during extreme high water. A drainage district has been formed to correct this condition in FY 1976. Soils are generally silty clay loam and generally well drained.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The areas along the route are predominately for farming and small acreage residential tracts. Utilities include a major overhead power transmission line and buried telephone, gas and water at different locations. No major relocation of any utilities is anticipated.

Ambient noise levels and air quality are common to a rural farming area and are estimated to be within the guidelines established by F.H.W.A.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None required.

Consequences:

2. Estimated Changes in Traffic Patterns: Normal Annual Increase, but no anticipated change in pattern.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues: None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal type-written report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

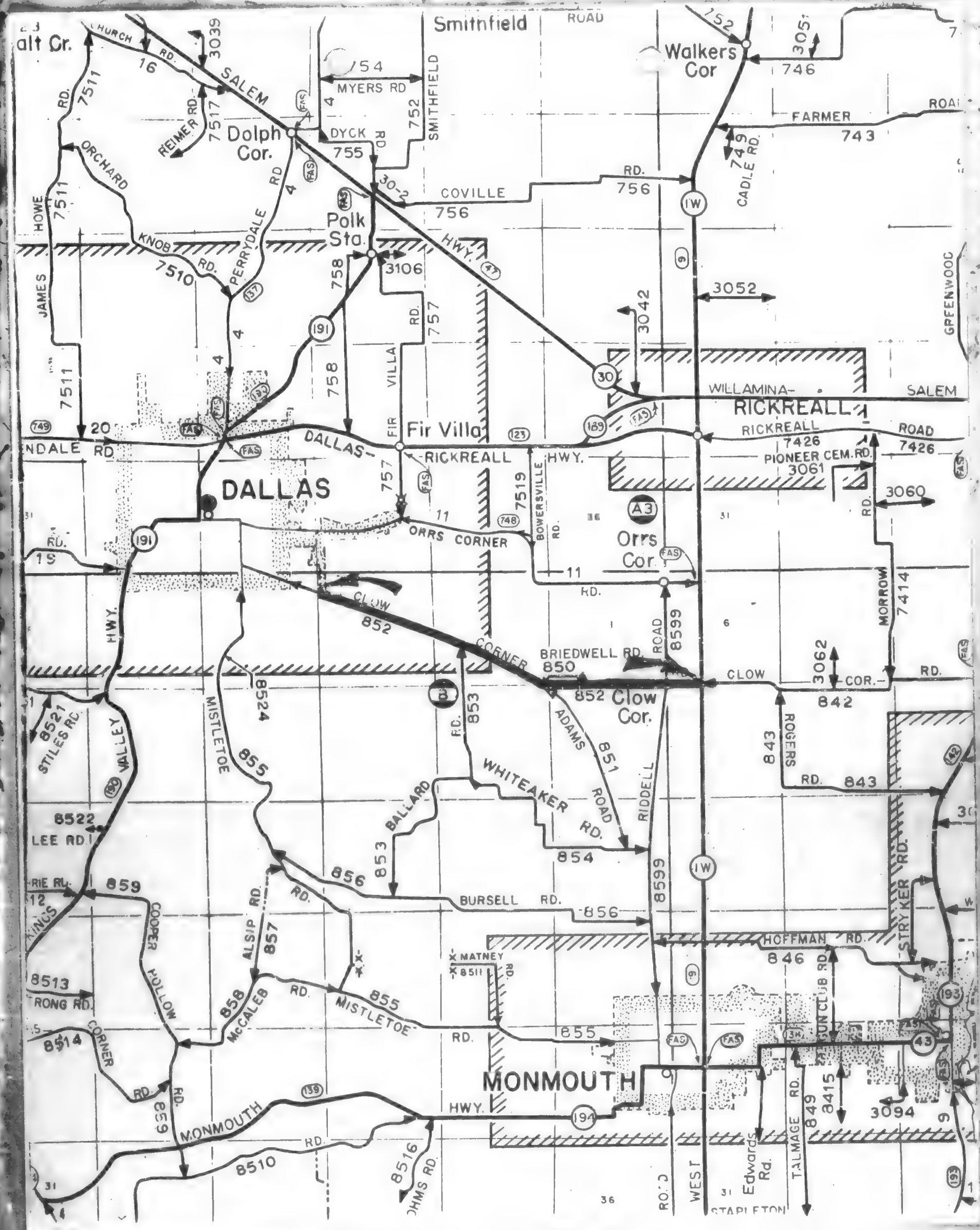
☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
☐ Significant ☐ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☒ OTHER Assessment


Smithfield
ROAD
Walkers Cor
Dolph Cor.
Polk Sta.
Fir Villa
DALLAS
Orrs Cor.
Clow Cor.
MONMOUTH
CHURCH RD.
SALEM
MYERS RD
SMITHFIELD
DYCK RD
REIMER RD.
ORCHARD
HOWE
JAMES
KNOB
PERRYDALE RD
COVILLE
CADLE RD.
FARMER
HWY.
VILLA RD.
WILLAMINA-
SALEM
RICKREALL
RICKREALL ROAD
PIONEER CEM. RD.
GREENWOOD
DALLAS-RICKREALL HWY.
BOWERSVILLE RD.
ORRS CORNER
CLOW
CORNER
BRIEDWELL RD.
CLOW COR.
MORROW
ROGERS
RIDDELL
ADAMS
WHITEAKER ROAD
BALLARD
MISTLETOE
VALLEY
STILES RD.
LEE RD.
KINGS
COOPER HOLLOW
ALSIP RD.
McCALEB
MATNEY
BURSELL RD.
HOFFMAN RD.
STRYKER RD.
GUN CLUB RD.
TALMAGE RD.
MONMOUTH HWY.
OHMS RD.
WEST
Edwards Rd.
STAPLETON
3039
7511
7517
752
755
756
758
3106
757
3042
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7426
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8599
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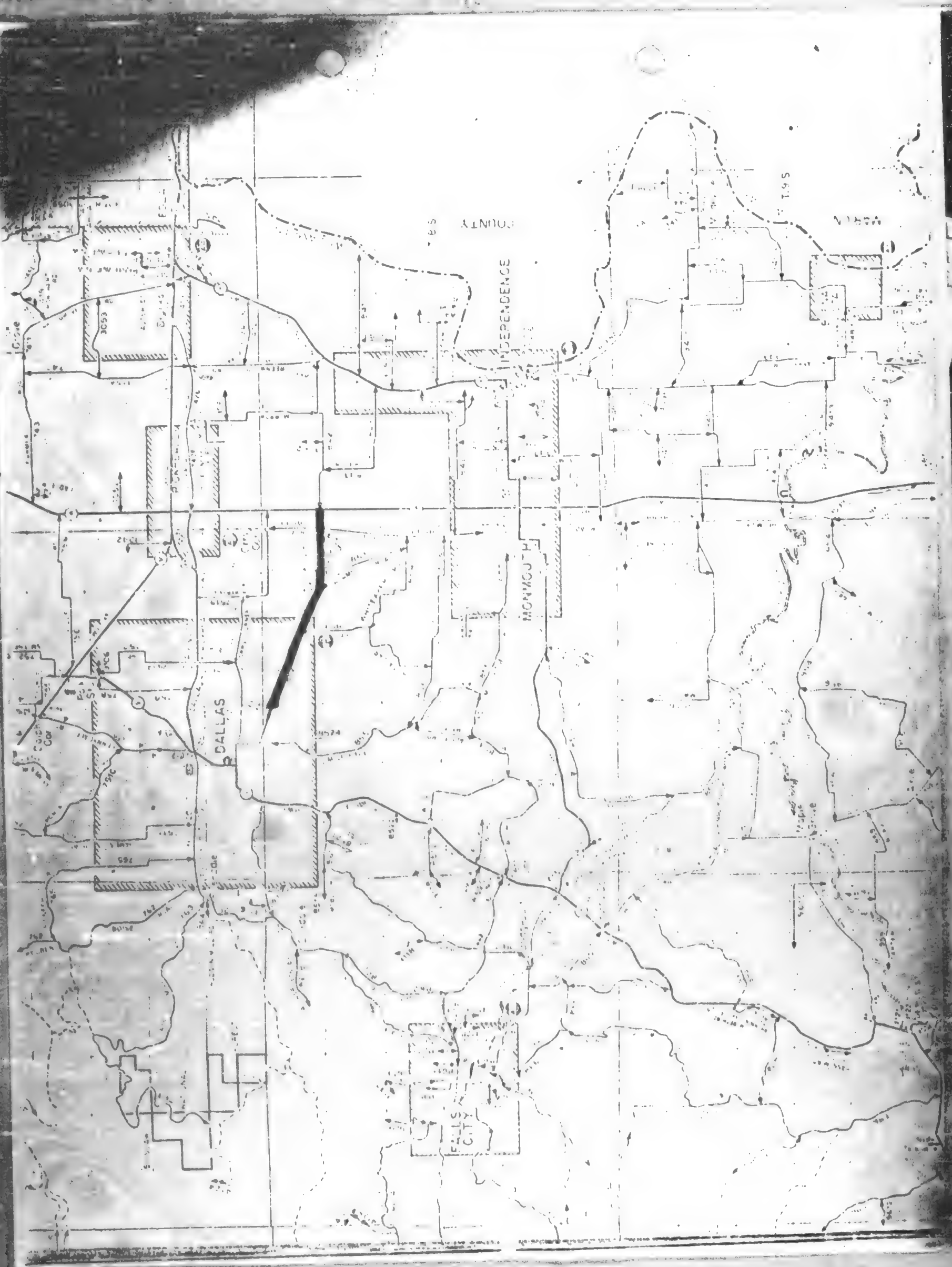

INDEPENDENCE
MONMOUTH
DALLAS
EAGLE CITY

F-9023

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Polk County Road FAS No. 7852 Date 1/29/76

County Road Name Clow Corner Road

Section Name Godsey Road to 99W

Type of Project Widen and improve travel surface.

Location of Project (Attach sketch map) Southeast of Dallas.

ADT 3500 Design Speed 55

Is this request for county bridge design only: Yes ____ No X

Will county FAS bridge design? Yes ____ No X

Will County hire consultant for this project? Yes ____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 4" A.C. Total Travel Width 24'
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type gravel Width Each Side 8'
   (AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage.
   By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course: Shoulders only (Not part of this request)
   By County X County Date of Completion ____ By Contract ____

6. Binder Course: None
   By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface 4" A.C.
   By County ____ County Date of Completion ____ By Contract X

8. Clearing: None
   By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)

   Width between curbs ____

Cost	Total	Fed	State	County
	250,000	215,000	17,500	17,500
		1976		1996
ADT		3500		6000
DHV		400		600

Existing section
24'oil travel way
From Dallas to Old Old Hwy
8' gravel shoulders
Old Old Hwy - 99W
2-4' gravel shoulders

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No__X_____
If answer is No, which of the following applies?
Contrary to public safety____X___ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__X_____No_____

12. Will replacement be by: County__X_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_X__ No_____

14. Will County adjust structure to additional width? Yes_X__ No_____

15. Will adjusted width be standard? Yes_X__ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____.

17. Does County wish sight posts installed? Yes_____ No_X__

18. Does County wish State to permanently stripe project? Yes_____ No__X_

19. Will County do striping? Yes_X__ No_____

20. Does County wish guardrail installed? Yes_____ No_X__

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_X___
By seeding and mulching Yes_____No_X___
By rock blanket Yes_____No_X___
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_X__No_____ DURING THE DAY

23. Can through traffic be detoured? Yes_X__No_____

24. Must new detour be constructed? Yes_____No_X___

25. Will detour be constructed and maintained by County? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes____ No X.

27. Will County sign project outside work area during construction?
Yes X No____

28. Will Contractor sign project outside work area during construction?
Yes____ No X

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain Subject road to go on FAS system, project to be constructed as soon after as practical.

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream North Fork Ash Creek

2. Name of bridge Ash Creek Bridge

3. Dimensions of existing bridge. Length 84 Roadway Width 24

4. Type of design and material used in existing bridge. R C D G

5. Location (please attach map with location marked) NW4
Section 12, Township 8 south, Range 5 west of the W.M.

6. Desired width of proposed bridge 40 Approx. length 84
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes _____ No X
Upstream_____ Downstream_____ With_____

8. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Widen existing structure with prestressed slabs.

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes_____ No X

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be constructed & maintained by County? Yes_____ No X

15. Will detour be constructed & maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes X No_____

17. Will Contractor sign project outside work area during construction?
Yes X No_____

18. Approaches or Connections by County Yes X No_____
by Contractor Yes_____ No_____
Traveled surface: Type Pavement Width 24'
Shoulder surface: Type Gravel Width 8'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No__X__.
By County _____ Contractor_____.
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes__X__ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__X__ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No__X__ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No__X__ Size_____
Company_____
c. Storm sewer: Yes_____ No__X__ Size_____
Company_____
d. Gas mains: Yes_____ No__X__ Size_____
Company_____
e. Power lines: Yes_____ No__X__ Size_____
Company_____
f. Telephone lines: Yes_____ No__X__ Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No__X__

25. Does County wish lightpost bases and conduit installed?
Yes_____ No__X__

26. Does County wish complete job of illumination in project?
Yes_____ No__X__

27. Is project contingent upon other factors? Yes__X__ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No__X__
   By Consultant? Yes_____ No__X__
   By County? Yes__X__ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__X__ No_____

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No_____ Pavement & Bridge Only
   By Consultant? Yes_____ No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 100 Minimum 60

2. Is any additional right-of-way needed? Yes_____ No X

3. Will right-of-way be acquired by: Resolution_____ or Deed_____ None

4. Should State prepare options? Yes_____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No X

10. Is a hearing necessary? Yes_____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: Power:, Pacific Power and Light; Telephone; Pacific N.W. Bell, Gas; N.W. Natural Gas; Water; City of Dallas

13. Are utilities on existing right-of-way by permit X or by franchise X
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: Salem Road & Driveway Section 29 Township 7 South, Range 3 West W.M.

4. If County lease, what are royalty payments? 15¢/c.y.

5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course 3/4-0 Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 225,675

2. Available FAS Funds $ 127,992

3. Does County wish advancement of future Federal funds? Yes X No _____
Amount _____

4. Date match money is available July 1, 1976

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: A.S.A.P.

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: County to perform bridge widening by force account method.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

O.S.H.D. Field Engineer

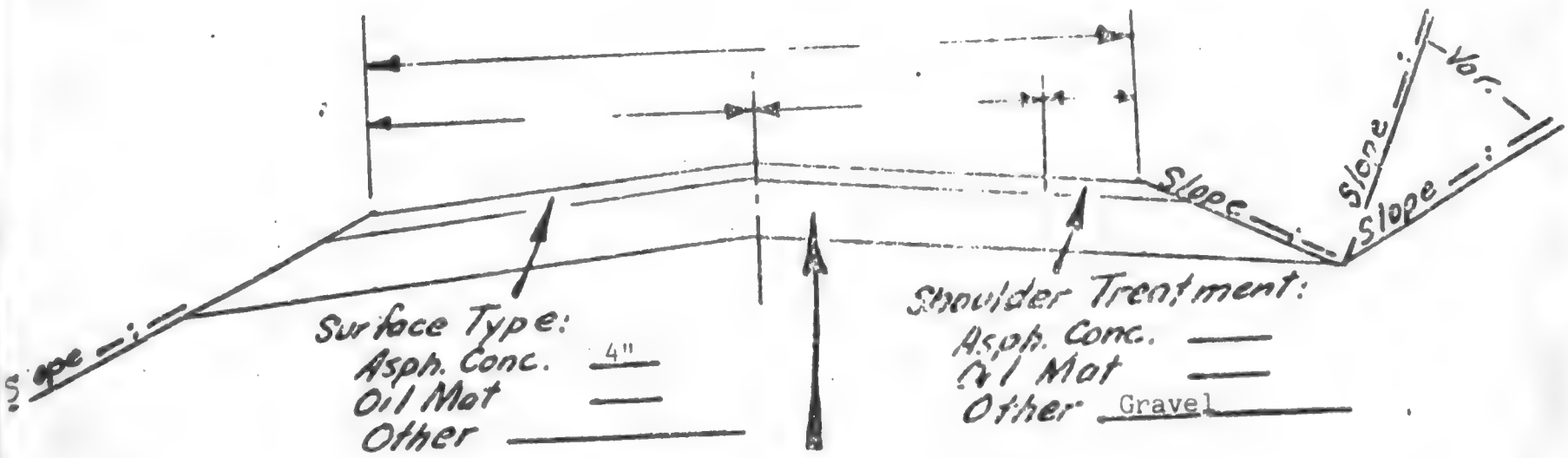
By _____
County Engineer or Roadmaster

Date _____

County _____

Date _____

TYPICAL SECTION



Surface Type:
Asph. Conc. 4"
Oil Mat ——
Other ——

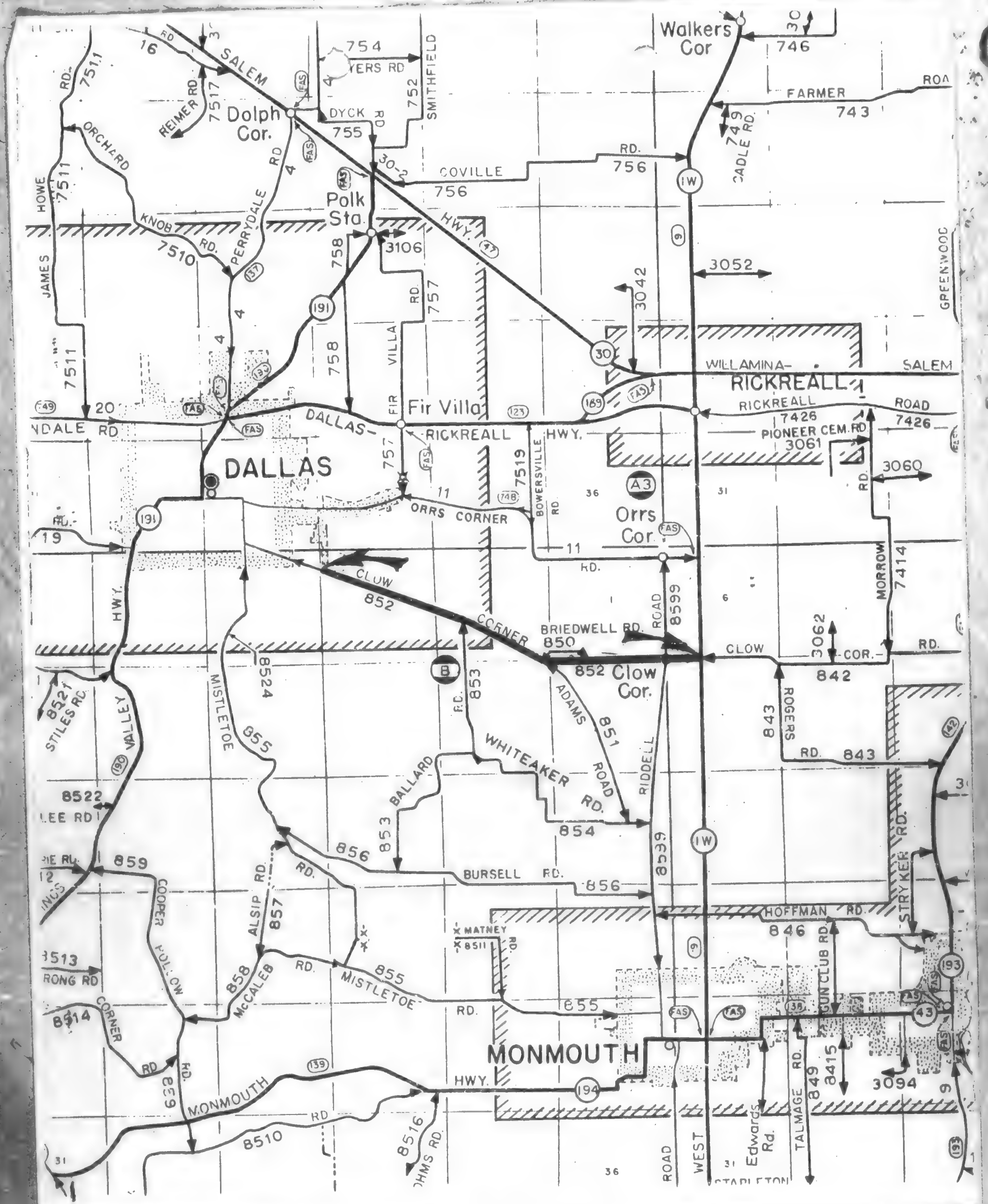
Shoulder Treatment:
Asph. Conc. ——
Oil Mat ——
Other Gravel

Type of Base:
Pit or Quarry Run ——
Crushed Stone X 3/4-0
Asph. Treated ——
Cement Treated ——

Foot pairs:
Asph. Cone ——
Gravel ——

No. of Lanes ——
Lane Width ——
Shoulder Width —— or Shy Dist. from Curb ——
Median Width ——
Total Width between Curbs ——

Curbs
Type "C" ——
Curb & Gutter ——
Other ——


Walkers Cor
746
FARMER
743
749
CADLE RD.
RD.
756
COVILLE
756
754
YERS RD
752
SMITHFIELD
DYCK RD
755
Dolph Cor.
SALEM
16
RD.
7511
REIMER RD
7517
ORCHARD RD
HOWE
7511
JAMES
7511
KNOB
RD.
7510
PERRYDALE
RD
4
Polk Sta.
HWY.
3106
758
757
FIR VILLA
RD.
3052
3042
GREENWOOD
WILLAMINA-
SALEM
RICKREALL
RICKREALL
ROAD
7426
7426
PIONEER CEM. RD.
3061
3060
RD.
Fir Villa
DALLAS-
RICKREALL
HWY.
DALLAS
757
7519
BOWERSVILLE
RD
36
A3
31
Orrs Cor.
ORRS CORNER
11
748
RD.
19
RD.
CLOW
852
CORNER
BRIEDWELL RD.
850
852 Clow Cor.
CLOW
COR.
RD.
842
3062
MORROW
7414
ROGERS
RD.
843
843
ADAMS
851
RIDDELL
8599
8599
ROAD
WHITEAKER ROAD
RD.
854
BALLARD
853
BURSELL RD.
856
856
HOFFMAN RD.
846
STRYKER RD.
GUN CLUB RD.
MATNEY
8511
RD.
MISTLETOE
RD.
855
855
McCALEB
RD.
858
ALSIP RD.
857
COOPER HOLLOW
CORNER
8514
RD
859
8522
LEE RD
8521
STILES RD.
VALLEY
MISTLETOE
855
8524
853
R.D.
MONMOUTH
HWY.
MONMOUTH
RD
8510
8516
OHMS RD.
MONMOUTH
HWY.
194
TALMAGE RD.
849
8415
3094
Edwards Rd.
WEST
ROAD
STAPLETON
36
31
3513
RONG RD
12
8539
IW
30
3
9
42
43
193
139
190
191
123
169
38
FAS

N
KINGS
VALLEY HWY NO. 194
FAS 190
M.P. 2.10
OAK VILLA ROAD
RICKREALL
DALLAS - RICKREALL HIGHWAY NO. 223
FAS 183
E. ELLENDALE AVE.
M.P. 0.00
ELM ST
PINE ST
E. HANKEL ST.
N. UDELOW AVE.
DRIVE
AVE.
HAWTHORNE
VILLA ROAD
FAS 748
LA CREOLE
Rickreall Creek
WILLOW LN.
DALLAS - ORBIN CORNER ROAD
MILLER AVE.
EAST ST.
ASH ST.
MAIN ST.
FENTON ST.
GLEASON ST.
SOUTHERN PACIFIC CO.
ROAD
E. BIRCH ST.
CHERRY ST.
North Fork
Ash Creek
OLIVE ST.
ARTHUR ST.
MAPLE ST.
HOLMAN AVE.
MONMOUTH CUTOFF
BEGIN PROJECT
(MATCH TO SHEET 1)
DALLAS
POLK COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,250
Scale in Feet
Revised August 1970
SHEET 2 OF 3 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

W. END

E. END

DALLAS AND VICINITY
POLK COUNTY OREGON

T 7 S R 5 W

T 8 S R 5 W

(11)

CLOW CORNER

FIDDRILL

PACIFIC HWY.

WEST

KEY TO ENLARGEMENTS

GENERAL HIGHWAY MAP
POLK COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1963

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

ROADWAY CULTURE AS OF 1961

SUPPLEMENTAL SHEET 6 OF 7 MAP SHEET AND 4 SUPPLEMENTAL SHEETS

APPROVED JUNE 15, 1962

GENERAL HIGHWAY MAP POLK COUNTY OREGON 27

1979 Umatilla River Br. Sec., 9024
Main St. in Pendleton.
(Grading, paving & struc.)

C&A 6955 4-12-79

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 6-14-82

CITY PENDLETON Contract No. 9024 Date Completed 6-7-80

PROJECT # BRM-3530(1) Section Umatilla River (Main St.) Bridge Section

PRELIMINARY ENGINEERING (Cost Distribution 330-1954)

Participating Costs:		
Resident Engineer		$ 5,113.30
Final Design Unit		2,466.84
Bridge Design Unit		10,328.83
Soils & Geology		71.92
Signing (Traffic Dept.)		586.85
Right of Way Liaison		15.10
Utility Liaison		65.35
Reconnaissance & Hydology		1,712.91
Project Management Section		58.83
Specifications		1,307.53
Administration Services Engineer (Permits)		46.23
Environmental Section		743.82
Foundation Investigation		2,236.14
Training		64.60
TOTAL		$ 24,818.25
Non-Participating Costs:		
Foundation Investigation		66.60
TOTAL P.E. COSTS		$ 24,884.85

CONSTRUCTION COSTS: (Cost Distribution 330-1065)

Participating Costs:		
Payment to Contractor		$693,845.49
Payment for Movement of Utilities		9,445.37
Construction Engineering (Resident Engineer)		45,997.00
Accounting Section		238.31
Project Management Section		81.80
Construction Section		12.00
Other Construction Engineering		91.96
Training		467.63
EEO Monitoring Expense		402.35
TOTAL PARTICIPATING COSTS		$750,581.91
Non-Participating Costs:		
Construction Engineering (Resident Engr)	$ 90.76	
Other Construction Engineering	14.41	
Annual Leave	157.77	$ 262.94
TOTAL CONSTRUCTION COST		$750,844.85

Reimbursed @ 100%

City Share = (20% of Partic. costs) + (100% of non-participating costs)
City Share = (0.20)($24,818.25 + $750,581.91) + $66.60 + $262.94
City Share = $155,409.57
City P.E. Deposit $ 6,100
City Const. Deposit 148,000 $154,100.00

AMOUNT DUE STATE $ 1,309.57

ACCOUNTING: Please send copy of Itemized Statement with Final Billing.
cc: Roger Lang, Region 5

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
6-29-82		☐ PARTIAL ☒ FINAL		CA 0068

BILL TO:

City of Pendleton

City Hall

Pendleton, Oregon 97801

CODE

CREDIT DISTRIBUTION

324.02 # 1,309.57

330-1065-296-00-000 1,309.57

330-1065-295-00-000 1309.57

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on BRM-3530 C11, Umatilla River (Main St.) Bridge Section	
Total Project Preliminary Engineering	# 24,884.85
Total Project Construction Cost	750,844.85
Less: FHWA Participation	620320.13
City of Pendleton Share of Project Cost	# 155,409.57
Less: City of Pendleton Advance Deposit	-154,100.00
Amount Due From City of Pendleton	# 1,309.57

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT: Ext. 86514
Gary Zehner PH: 1800-452-7813 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 1-800-452-7813 Ext. 85035 PREPARER OF INVOICE

PENDLEC 002315

Advance Deposit Amount	$ 154,100.00
Advance Deposit Previously Transferred to Highway Fund	$ 119,100.00
Balance	$ 35,000.00
Transfer to Highway Fund	$ 35,000.00
Refund Due	$ -0-

AMOUNT DUE $ 1,309.57

SUBMITTED BY
Diane Galida

APPROVED BY

734-1191 (9-81)

TAL TO DATE JOB COST SUMMARY — FEBRUARY 1982 — PAGE 234

SCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	330 1060	298 00	N 9	32.83	636.06	1,421.00	79	82
	330 1060	900 00	P 1		842.41	1,637.89	80	82
	330 1060	920 00	P 1			14.78	79	79
	330 1060	948 00	P 1	7.93	7.93	14.18	81	82
		TOT	P1	7.93	850.34	1,666.86		
		** JOB TOTALS **		7.93 **	850.34 **	1,666.86 **		
UMATILLA R (MAIN ST) BR	CONT NO 9024 * FA PROJ NOS BRM 530001 100						STATE	
	330 1065	201 00	P 1	Payment to Contractor		693,845.49	79	80
	330 1065	208 00	N 1	Deduction of Retainage Administration Costs		36.46CR	80	80
	330 1065	285 01	P 1	Payments to Utilities for moving their lines		9,445.37	80	80
	330 1065	296 00	N 9	State Trans 73.57CR	316.34CR	600,465.53CR	79	82
	330 1065	298 00	N 9	Fed Trans 73.57	316.34	600,465.53	79	82
	330 1065	900 00	P 1	Engineering		45,997.00	79	81
	330 1065	900 00	N 1	Engineering		90.76	79	80
	330 1065	915 01	P 1	Accounting Section Audit	238.31	238.31	81	81
	330 1065	920 00	P 1	Project Mgmt		81.80	79	80
	330 1065	928 00	N 1	Accounting Section		36.46	80	81
	330 1065	945 00	P 1	Construction Section		12.00	81	81
	330 1065	948 00	P 1	Total Construction Engr	91.96	91.96	82	82
	330 1065	948 00	N 1	Total Const 14.41 Engr	14.41	14.41	82	82
	330 1065	950 00	P 1	Training Seminar		467.63	80	80
	330 1065	960 00	N 1	Personal Leave Day		157.77	80	81
	330 1065	985 00	P 1	EEO Monitoring Expense		402.35	80	80
		TOT	P1		330.27	750,581.91		
		TOT	N1	14.41	14.41	262.94		
		** JOB TOTALS **		14.41 **	344.68 **	750,844.85 **		

A - Expense for accty. to post contractor's retainages interest bearing acct.

E NEW AVE-UMAT/STAN HWY	CONT NO 9034 * FA PROJ NOS SOS 002001 84					STATE	16
	330 1067	201 00	P 1	97,372.80CR	62,701.64	80	81
	330 1067	201 00	N 1	97,372.80	98,072.80	80	81
	330 1067	201 00	N 9		27,997.00	80	80
	330 1067	206 00	N 1		63.59	80	80
	330 1067	295 00	N 9	15,124.40	124,734.40	80	82
	330 1067	296 00	N 9	15,143.60CR	178,513.60CR	80	82
	330 1067	298 00	N 9	19.20	53,779.20	80	81
	330 1067	900 00	P 1	17,325.70CR		79	81
	330 1067	900 00	N 1	17,325.70	17,427.02	80	81
	330 1067	900 00	N 9		3,287.51	79	81
	330 1067	915 01	P 1	29.77CR		81	81
	330 1067	915 01	N 1	29.77	29.77	81	81
	330 1067	915 01	N 9		5.67	81	81
	330 1067	920 00	P 1	30.58CR		79	81
	330 1067	920 00	N 1	30.58	30.58	81	81
	330 1067	920 00	N 9		5.82	79	79
	330 1067	945 00	P 1	10.07CR		81	81
	330 1067	945 00	N 1	10.07	10.07	81	81

TOTAL TO DATE JOB COST SUMMARY — FEBRUARY 1982 — PAGE 647

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	330	1940	298	00 N 9			122.36	
	330	1940	901	00 P 1			49.50	
	330	1940	905	00 P 1			88.45	
			TOT	P1			137.95	
			** JOB TOTALS **		**	**	135.95	**
UPRR XING @ JOHNSON (STANFLD)	CONT NO		FA PROJ NOS RR00005036 100					STATE
	330	1941	296	00 N 9			76.91CR	
	330	1941	298	00 N 9			76.91	
	330	1941	905	00 P 1			85.45	
			TOT	P1			85.45	
			** JOB TOTALS **		**	**	85.45	**
PENDLTN RRXINGS DEMO PROJ	CONT NO		FA PROJ NOS PMS 005073 100					STATE
	330	1947	296	00 N 9			188.43CR	
	330	1947	298	00 N 9			188.43	
	330	1947	901	00 N 1		13.50	13.50	
	330	1947	905	00 P 1			107.35	
	330	1947	926	00 P 1			81.08	
			TOT	P1			188.43	
			TOT	N1		13.50	13.50	
			** JOB TOTALS **		**	13.50 **	201.93	**
UMATILLA RV BR-MAIN ST	CONT NO		* FA PROJ NOS BRM 530001 100					STATE
	330	1954	295	00 N 9	Advance Deposit Transfer		5,100.00	
	330	1954	296	00 N 9	State Fund 73.57 Transfer	73.57	24,954.60CR	
	330	1954	298	00 N 9	Fed. Fund 73.57CR Transfer	73.57CR	19,854.60	
	330	1954	901	00 P 1	Survey- Resident Engr.		5,113.30	
	330	1954	905	00 P 1	Final Design Unit		2,466.84	
	330	1954	906	00 P 1	Bridge Design Unit		10,328.83	
	330	1954	910	00 P 1	Soils & Geology		71.92	
	330	1954	911	00 P 1	Signing (Traffic Dept)		586.85	
	330	1954	913	00 P 1	Right of Way liaison		15.10	
	330	1954	914	00 P 1	Utility Liaison		65.35	
	330	1954	918	00 P 1	Reconnaissance & Hydrology		1,712.91	
	330	1954	920	00 P 1	Project Management Section		58.83	
	330	1954	921	00 P 1	Specifications	88.00CR	1,307.53	
	330	1954	922	00 P 1	Admin Services Engr (Permits)	3.96CR	46.23	
	330	1954	923	00 P 1	Environmental section		743.82	
	330	1954	926	00 P 1	Foundation Investigation		2,236.14	
	330	1954	926	00 N 1	Foundation Investigation		66.60	
	330	1954	950	00 P 1	Training Seminar		64.60	
			TOT	P1		91.96CR	24,818.25	
			TOT	N1			66.60	
			** JOB TOTALS **		**	91.96CR**	24,884.85	**

9024

330-1954
330-1065

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

1-29-82

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 3/20/79 — TO 4/14/81

FEDERAL AID PROJECT NO.

BRM-3530(1)

(*) *Use Form FHWA-1447 for Fiscl Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$24,884.35	$24,818.25	80%	$ 19,854.60	$ 19,854.60	$ 0.00
750,830.44	750,561.91	80%	600,465.53	600,465.53	0.00
$775,715.25	$775,460.16	80%	$620,320.13	$ 620,320.13	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon — 1/29/82 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Umatilla River (Main St.) Bridge Section **City Street, Pendleton** **Umatilla County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 24,818.25	
	Construction					
	Type Code T081					
	Umatilla River (Main St.) Br. #10542 (Sta. 13+70.37 To Sta. 15+62.19)					
	Final Contract Payment Summary	Lump	Sum		893,845.49	
SFO	#1 Adjust water and sewer line (Work by City of Pendleton)	All	Required		9,445.37	
	Total Participating Construction Engineering				$903,290.86	
		30			30	
	Construction Engineering					
	State	All	Required		46,660.39	
	Misc. Project Cost					
	Audit Expense	All	Required		$ 238.31	
	EEO Monitoring Expense	All	Required		402.35	
	Total Participating Misc. Project Cost				$ 640.66	
	Total Participating Cost				$975,400.16	
	Nonparticipating Cost					
	Construction Engineering	All	Required		$ 248.53	
	Preliminary Engineering (State)	All	Required		66.60	
	Total Nonparticipating Cost				$ 315.13	
	Total Project Cost				$975,715.29	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/4/92.					

AMOUNT CARRIED FORWARD.....

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AMD CODE	AMOUNT OF THIS VOUCHER
326-1987	1 M	-9945-001 APPR-W36	392,964.00	327,062.58	324,194.10	85.80	278,158.54	278,139.58		18.96
326-1988	1 RRP	-000S-023 APPR-139	1,800.00	197.51	197.51	90.00	177.76	177.76		
326-1989	1* M	-9565-002 APPR-W36	14,087.91	16,594.92	16,419.48	85.80	14,087.91	14,087.91		
326-1990	1 RRP	-000S-022 APPR-139	1,800.00	159.60	159.60	90.00	143.64	143.64		
326-1991	1* RRS	-9930-001 APPR-138	224.89	265.61	249.88	90.00	224.89	224.89		
326-1993	1 RRS	-9302-001 APPR-138	675.00	2,132.71	2,085.27	90.00	1,876.74	675.00	1,201.74 B	
326-1995	1 RRS	-9300-002 APPR-138	675.00	163.00	163.00	90.00	146.70	146.70		
326-1996	1# RRS	-9308-001 APPR-138	193.10	237.44	214.55	90.00	193.10	193.10		
326-1997	1 RRS	-9763-001 APPR-138	1,800.00	58.20	58.20	90.00	52.38	52.38		
326-1998	1 XI	-9800-001 APPR-823	2,050.00	1,138.73	1,138.73	85.00	967.92	967.92		
326-1999	1 XI	-9723-001 APPR-823	7,753.00	6,465.25	6,465.25	85.80	5,547.18	5,547.18		
	2 M	-9723-001 APPR-W36	1,287.00			85.80				
326-1999	PREFIX TOTALS		9,040.00	6,465.25	6,465.25		5,547.18	5,547.18		
327-1957	1 M	-6120-001 APPR-W32	35,336.00	40,725.82	40,621.55	85.77	34,841.10	34,841.10		
327-1959	1# M	-6685-001 APPR-W32	19,029.75	22,149.45	22,149.45	85.77	18,997.58	19,029.75	32.17-D	
327-1963	1# RRS	-6051-001 APPR-138		123.95		90.00				
327-1982	1 BROS	-2702-001 APPR-117	14,400.00	5,153.21	5,153.21	80.00	4,122.57	2,225.91		1,896.66
329-1972	1 PMS	-000S-092 APPR-140	750.00	272.39	272.39	100.00	272.39	272.39		
330-1920	1# SRS	-000S-063 APPR-148	1,970.49	1,067.53	2,189.43	90.00	1,970.49	1,970.49		
330-1930	1# SOS	-3002-001 APPR-680	7,290.00	12,793.65	8,499.48	85.77	7,290.00	7,290.00		
330-1933	1 RRP	-3465-001 APPR-139	1,530.00	720.49	74.89	90.00	67.40	67.40		
330-1936	1 RRS	-1030-001 APPR-138	675.00	465.95	465.95	90.00	419.36	419.36		
330-1940	1 RROO	-000S-028 APPR-686	900.00	135.95	135.95	90.00	122.36	122.36		
330-1941	1 RROO	-000S-036 APPR-686	900.00	85.45	85.45	90.00	76.91	76.91		
330-1947	1# PMS	-000S-073 APPR-140	188.43	201.93	188.43	100.00	188.43	188.43		
330-1954	1* BRM	-3530-001 APPR-118	19,854.60	24,884.85	24,858.25	80.00	19,854.60	19,854.60		

B02 114 — OREGON STATE HIGHWAY DEPARTMENT — FHWA BILLING VOUCHER — 04/01/82 —

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
037-1917 1	BR -0000-029	103,940.00	51,188.83	51,170.83	80.00	40,936.66	40,823.18		57.48
637-1914 1	BR -0000-029	60.00	66.18	66.18	80.00	52.94	52.94		
	PROJ TOTALS	104,000.00	51,255.01	51,237.01		40,989.60	40,932.12		57.48
>021-1008 1	BRF -0204-006	136,880.00	161,192.83	88,513.59	80.00	70,810.87	70,810.87		
330-1065 1*	BRM -3530-001	600,465.53	750,844.85	750,581.91	80.00	600,465.53	600,465.53		
522-1094 1	BRS -8496-003	588,000.00	729,921.42	729,089.32	80.00	583,271.46	583,271.46		
513-1065 1	BRS -8475-001	62,636.00	46,309.95	46,287.15	80.00	37,029.72	36,018.10		1,011.62
513-1904 1	BRS -8475-001	17,520.00	14,765.88	14,497.19	80.00	11,597.75	11,597.75		
	PROJ TOTALS	80,156.00	61,075.83	60,784.34		48,627.47	47,615.85		1,011.62
RECAPITULATION --APPROPRIATION 114									
TOTAL		1509,501.53	1754,289.94	1680,206.17		1344,164.93	1343,095.83		1,069.10

ADJUSTMENT LEGEND

A-AGREEMENT NOT EXECUTED
B-OVERRUN OF AGREEMENT AMOUNT
D-FINAL BILLING BEING PROCESSED
E-US ARMY ENGRS PROJECT
F-INCLUDED IN FINAL BILL TO FHWA
G-STAGE 1 PROJECT
H-FHWA AUDIT CITATIONS

STATE COPY

9 c 2 4

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Umatilla	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-10-81	David B. Carter, Area Engineer		BRM-3530(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-7-80	9-30-80	100 %	240 calendar days
APPROVED EXTENSIONS	**LOCATION**		
None	Main Street crossing of the Umatilla River in the City of Pendleton, Umatilla County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UMATILLA RIVER (MAIN ST.) BRIDGE SECTION
FAU 3530 (CITY ST. PENDLETON)
UMATILLA COUNTY
Grading, Paving & Structure

The project provided for the replacement of the Main Street Bridge with portions of the existing substructure being incorporated into the design of the new structure. Also, included was associated approach grading.

The final cost of the original contract items was $665,190.32. This is a 4.1 percent overrun of the contract bid amount of $638,858.00. The final cost of the project including engineering and all changes was $750,457.38.

A final inspection of the completed work was made on June 17, 1980. All participating work has been completed.

All signing and striping is complete.

RECEIVED
STATE HWY ENGR
APR 14 '81
REFER TO
Kelly
FOR
GEN | BRDS | ENG | CONST | MAINT | ADM | FIN

cy CO
4-14-81

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original signed by D. B. Carter	SIGNATURE	G. K. HOSSNER
TITLE	Area Engr. David B. Carter	TITLE	Field Operations Engineer G. K. Hossner
TITLE	Area Engineer	TITLE	Field Operations Engineer
DATE	4/10/81	DATE	4/14/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#90247 11-14-80

U. S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: [illegible]-3530(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90136

COUNTY NAME: Umatilla

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO Mochrum
FOR
Info | Inves | R/D | D/R | S/En | Art | File

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1149 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-13-79	11-14-80	FAU 3530
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

Umatilla River (Main Street) Bridge

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) — Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-14-80, I approve the program change adding appropriation code 118 to the construction phase of the subject project. Also, as requested in Mr. Swan's letter of 10-14-80, I approve the revised construction costs to a TEC of $787,006, Federal funds $629,600.

(Increase TEC $30,722, Federal funds $25,360 (Appropriation Code 118)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-14-80	G. K. Hansen	for Division Administrator

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—831-405

7024

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-126		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Umatilla
MODIFICATION NUMBER	10-15-80	Project Number BRM-3530(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16 , 19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 756,284.00	$ 787,006.00
Federal funds	$ 604,240.00	$ 629,600.00
Other revisions		

This modification is made for the following reasons: To include additional work items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of October , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G.L. Green

Form FR-2A
(Rev. 10-75)

Previous editions are obsolete

Con. File

Oregon State Highway Division
Salem, Oregon October 10, 1980

Federal Aid Project
No. BRM-3530(1)

Umatilla River (Main St.) Bridge Section
City Street, Pendleton
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$30,500.00

Type Code X081
Umatilla River (Main St.) Br. #10542(Sta. 13+70.37 to Sta. 15+62.19)

Subtotal of previous estimate of September 28, 1979		$639,458.00

Additonal Items

Install 8" Sewer (E.W.O. #1)	All Required	$12,574.90
Structure Excav. (P.A. #1)	All Required	5,804.64
Adjust Water & Sewer Line (S.F.O. #1)		12,342.50
		$30,722.04
SUBTOTAL		$670,180.04
Engineering		86,325.96
TOTAL		$756,506.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 30,500.00	$ 24,400.00	$ 6,100.00
Bridge	756,506.00	605,200.00	151,306.00
TOTAL	$787,006.00	$629,600.00	$157,406.00

Group 1 100%
Contract No. 9024
Prefix 330-1954
Prefix 330-1065

1024

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: 10-57		State: Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Umatilla
MODIFICATION NUMBER: 1		Project Number: BRM-3530(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 30,500	$ 756,284
Federal funds	$ 24,400	$ 24,400 (118) $ 579,840 (114)
Other revisions		

This modification is made for the following reasons:

Adding the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of October, 19 79.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A (Rev. 10-76) Previous editions are obsolete GPO 927 484

Oregon State Highway Division
Salem, Oregon, September 28, 1979

Federal-Aid Project
No. BRM-3530(1)

UMATILLA RIVER (MAIN ST.) BRIDGE SECTION
CITY STREET, PENDLETON
UMATILLA COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 30,500.00
Type Code X081			
Umatilla River (Main St.) Br. #10542 (Sta. 13+70.37 to Sta. 15+62.19)			
Mobilization	All Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All Required		3,500.00
Temporary Signs	160 sq.ft.	10.00	1,600.00
Temporary Barricades	6 each	100.00	600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 lin.ft.	5.00	375.00
Flagmen	120 hour	18.00	2,160.00
ROADWAY			
Embankment in Place	920 cu.yd.	6.00	5,520.00
Structure Excavation	365 cu.yd.	7.00	2,555.00
Special Wall Backfill	275 cu.yd.	10.00	2,750.00
1"-0 Aggregate Base	450 cu.yd.	10.00	4,500.00
Class "B" Asphalt Concrete	500 ton	28.00	14,000.00
Concrete in Wall	215 cu.yd.	180.00	38,700.00
Reinforcement in wall	39,000 lb.	0.35	13,650.00
8-inch Sewer Pipe	76 lin.ft.	20.00	1,520.00
Concrete Inlets, Type G-1	2 each	500.00	1,000.00
Concrete Walks	110 sq.yd.	18.00	1,980.00
Concrete Driveways	10 sq.yd.	18.00	180.00
Concrete Curbs	300 lin.ft.	8.00	2,400.00
Loose Riprap, Class 700	40 cu.yd.	25.00	1,000.00
STRUCTURE			
Alterations to Existing Structure	All Required		36,938.00
Shoring, Cribbing, Etc.	All Required		15,000.00
Structure Excavation	160 cu.yd.	6.00	960.00
Special Wall Backfill	25 cu.yd.	10.00	250.00
Structural Concrete, Class 3300 (363 cu.yds.)	All Required		73,600.00

Oregon State Highway Division
Salem, Oregon, September 28, 1979

Federal-Aid Project
No. BRM-3530(1)

4' x 95'/100' Prestressed Box Beams	30 each	11,000.00	330,000.00
Reinforcement (11,200 lbs. @ $0.45)	All Required		5,000.00
Coated Reinforcement (7,700 lbs. @ $0.65)	All Required		6,000.00
3 Tube Aluminum Railing	552 lin.ft.	60.00	33,120.00
			$638,858.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 600.00
	Subtotal		$639,458.00
	Engineering		86,326.00
	Total		$725,784.00

Length of Project - - - - 0.079 Mile

Work Retained in Program Status
(Not included in amounts below.)

City of Pendleton (Water & Sewer) . All Required $ 13,000.00

SUMMARY OF FUNDS (80.00%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 30,500	$ 24,400 (118)	$ 6,100
Bridge	725,784	579,840 (114)	145,944
Totals	$756,284	$604,240	$152,044

Group 1 - 100%

Contract No. 9024

Prefix: 330-1954
Prefix: 330-1065

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 4-111	FEDERAL-AID PROJECT AGREEMENT	Oregon
		County Umatilla
		Project No. BRM-3530(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Main St. in Pendleton (Umatilla R.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-20-79	0.04
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 30,500.00	$ 24,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator APR 16 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. .104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. file

Oregon State Highway Division
Salem, Oregon April 10, 1979

Federal Aid Project
No. BRM-3530(1)

Umatilla River (Main St.) Bridge
City Street in Umatilla County

Project Agreement Estimate

Type Code PE		
Preliminary Engineering	All Required	$30,500.00
Preliminary Engineering	Total	$30,500.00

Length of Project . . . . . 0.04 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 30,500.00	$ 24,400.00	$ 6,100.00
Retain in Program (Contract Work)	$595,500.00	$476,400.00	$119,100.00
Total	$626,000.00	$500,800.00	$125,200.00

Group 1 - 100%
Prefix - 330-1954

9024

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

O. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9024

October 7, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1215
Tacoma, WA 98401

CCW 5
#9024

Gentlemen:

On October 3, 1980, we wrote to you concerning release of final payment on Contract No. 9024 awarded to Weaver Construction Co. for work on the Umatilla River Bridge Section of Main Street in Pendleton, Umatilla County.

Final payment on this contract is $33,893.85 and the total contract amount is $693,845.48 including $12,574.99 for work performed under force account.

Sincerely,

Robert W. Corcoran
COMMISSION SERVICES

kkr

cc: Weaver Construction Co.
P. O. Box 588
Salem, OR 97303

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

9024

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: September 30, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of September 30, 1980.

Contract	9024	On Site Work Substantially Completed	June 7, 1980
All Work Completed	August 12, 1980		
Project	Umatilla River (Main St.) Bridge (Pendleton)		
Highway	FAU 3530 (City Street)		
County	Umatilla		
Type of Work	Grading, Paving & Structure		
Contractor	Weaver Construction Co.		

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9024

Umatilla River (Main St) Bridge
Contract No. 9024
Umatilla County-Pendleton
FAU 3530 (City St)

F[illegible] BRM-3530(1)
Prefix 3530-1065
H.N. VanCleave, Res. Engr.

9-7-80

Umatilla/Pendleton

NARRATIVE REPORT

This contract was awarded to Weaver Construction Co. of Union, Ore. to remove the existing built-up girder bridge and replace it with a prestressed box beam structure and to widen the adjacent portion of N.W. Bailey St. to two lanes. The project was designed to be done in stages to allow as much unrestricted use by the public as possible because of the nearness to the downtown area.

The initial stage consisted of extending the existing substructures twenty feet downstream (west) and placing five box beams on each span. This stage was completed as planned except that the footing of bent three was constructed four and two tenths feet lower than planned due to a drop in the bed rock on the north side of the river. This resulted in the abutment being constructed taller than planned to make up this difference and no further problems were encountered with this stage.

The second stage involved removing the existing built-up steel girder structure that was built in 1908 and had very substantial rust damage to the girder plate below the neutral axis. Closing and removing the old bridge was completed without problems; however, it should be noted that the City of Pendleton and its downtown merchants required that this not be done until after the Christmas season had passed, and this was observed without conflict. After the existing bridge was removed, new beam seats were constructed on the existing substructure and ten more box beams placed on each span. The new bridge was reopened to traffic by the use of temporary continuous rail placed to allow two lanes of traffic, one pedestrian area, and an area for the contractor to start construction of the sidewalk on the opposite side from the pedestrian traffic. Pedestrian traffic was not stopped during this project.

Scheduling between stages one and two allowed the contractor sufficient time an opportunity to construct a retaining wall twenty six feet tall and one hundred thirty three feet ling on the North side of the river perpendicular to the bridge. The wall was constructed approximatly five feet taller than planned, due to the lower bed rock elevation on this side, as noted in the construction of the abutment at bent three. This was done by extending the bid items for concrete and reinforcement and writing a price agreement for the additional structural excavation. The wall was then constructed without problems. Special wall backfill and embankment were placed to bring N.W. Bailey to grade and widen it from twenty to thirty six feet allowing for two lanes to the end of the wall and replacement of the four foot wide sidewalk.

The base rock and paving was subcontracted to L.W. Vail Co. They placed fourteen inches of base rock and four inches of asphalt over the street reconstruction area. Two inches of overlay on the structure and remaining street portions were placed to allow for a smooth transition from the existing streets to the new work and across the bridge.

Problems worthy of recording would be coordination with the utilities and the City. At times, the contractor was forced to reschedule his entire crew or simply wait for work to be done in certain areas. The utilities involved here are Pacific Northwest Bell, who was not a serious problem, Cascade Natural Gas, and Pacific Power Light, both having equipment in the way and some extensive excavation at each end of the bridge. The City of Pendleton relocated the sewer line to the new bridge. The power lines on the South levee were a concern of the crane operators since the power company would not shield them.

There were some extra precautions taken to keep the numerous sidewalk superintendants at a safe distance. The temporary handrail and small miscellaneous pieces of work and equipment suffered at the hands of "children", since the job is directly between the North half of town and the two junior high schools and Main St.

STATEMENT OF OVERRUNS & UNDERRUNS

UMATILLA R. (MAIN ST.) BRIDGE
CITY STREET FAU3530
UMATILLA COUNTY

CONTRACT NO. 9024
330-1065
BRM 3530(1)

SUMMARY

	AUTHORIZED	SEMIFINAL	+/- %
BID ITEMS	$638,858.00	$694,052.85	+09
ANTICIPATED ITEMS	13,600.00	9,445.37	-31
CONTINGENCIES	29,360.61	Ø	-100
ENGINEERING	58,721.22	44,219.00	-25
TOTALS	$740,539.83	$747,718.02	+01

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

ITEM #	NAME	CONTRACT AUTHORIZATION	SEMIFINAL AMOUNT	+/- %
5	Temporary Continuous Rail, Traffic Barriers, Reflectorized	375.00	2,087.50	+457
	No provision was made for rail after the bridge was recpened.			
6	FLAGMEN	2,160.00	2;520.00	+17
	Hauling embankment to Bailey St. retaining wall.			
7	EMBANKMENT IN PLACE	5,520.00	2,701.02	-51
	Dividing line between this and Item #9 was changed.			
9	SPECIAL WALL BACKFILL	2,750.00	5,520.00	+101
	See Item #7			
12	CONCRETE IN WALL	38,700.00	57,637.80	+49
	Elevation of bedrock lower than planned making wall taller than planned.			
13	REINFORCEMENT IN WALL	13,650.00	19,605.39	+44
	Same as Item 12			
14	8" SEWER PIPE	1,520.00	1,760.00	+16
	Tie into existing system and add one catch basin			
15	CONCRETE INLETS G-1	1,000.00	1,500.00	+50
	Added one inlet as required by drainage.			
18	CONCRETE CURBS	2,400.00	3,584.00	+49
	New curb required on Bailey St. left			
22	STRUCTURE EXCAVATION	960.00	387.00	-60
	Original quantity overestimated			
24	STRUCTURAL CONCRETE	73,600.00	82,825.34	+13
	Adjustments in elevation of footings, additional endwalls, and patch over existing abutment.			
PA#1	STRUCTURE EXCAVATION	Ø	5,964.12	+100
	Excavation to bedrock under retaining wall, sec Item # 12			
EWO#1	INSTALL 8"SEWER LINE	5,000.00	12,446.27	+149

9024

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umatilla R.(Main St) Br.		WEEK ENDING: 8/16/80
		SECTION PREFIX: 330-1065
HIGHWAY: FAU 3530 (City St)		COUNTY: Umatilla
NAME OF JOB: Umatilla River (Main St) Bridge	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: Weaver Const. Co.	CONTRACT NUMBER: 9024	FEDERAL AID PROJECT NUMBER: BRM-3530(1)
DATE OF CONTRACT: September 13, 1979	DATE WORK STARTED: September 12, 1979	ESTIMATED COMPLETION DATE: June 07, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 239 (Revised)
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 740,539.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 652,458.00	ENGINEERING AUTHORIZATION $ 58,721.22 this week Ø	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 652,458.00	ENGINEERING COST TO DATE (Rev.) 44,219.8	DATE PROJECT WAS COMPLETED: June 06, 1980
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 01 %	PERCENT OF AUTHORIZATION 75 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 18 1980
CONSTRUCTION BRANCH

Keasey, Hopkins, Williams, Johnson, Gist, Richards, Berg, Inloes, Widmer, Cebelak, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted to Region August 14, 1980

This will be last weekly report

SIGNED H.N. VanCleave Res. Engr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7024

nig

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Umatilla	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
4-3-80	David B. Carter, Area Engr	Original Signed by D. B. Carter Area Engr.	BRM 3530(1)

IN COMPANY WITH
Bud Van Cleave, Res Engr, OSHD

RECEIVED
STATE HWY ENGR
APR 18 '80
REFER TO
4-18 cjf Keasey
FOR
Init. | Init. | R/D | D/R | Sign | Act | File

LOCATION
Main Street, City of Pendleton, Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS
Weaver Construction Company, Union, Oregon 97883

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9-13-79	$638,858.00	240 cal days	9-25-79	9-12-79
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	74%	91%	

REMARKS

UMATILLA RIVER (MAIN ST.) BRIDGE
CITY STREET, PENDLETON, FAU 3530
Grade, Pave, and Structure

This project provides for the replacement of the Main Street Bridge with portions of the substructure being incorporated into the design of the new structure. Also included was the associated approach grading, paving, and incidental features required to complete the work.

Work Completed

Except for minor work, the structure is complete through the placement of the beams. The upstream sidewalk has been poured.

Work in Progress

Placing concrete for a sidewalk connection and a drop inlet.

(more)

Comments

It is hoped the structure can be opened to traffic within the next several weeks.

The Bailey Street retaining wall had to be redesigned, as the bedrock was encountered somewhat lower than had been anticipated. In addition, the slope of the rock was steep, which necessitated some benching work. This work is covered under an appropriate contract modification. The actual additional cost of this work is approximately $40,000.

Laboratory Report No. 79-22286-8, which reported strengths for concrete cylinders representing a portion of the retaining wall, indicates adequate strengths were obtained. Concrete for this project is being obtained from Pendleton Ready Mix of Pendleton, Oregon.

Several minor field changes will be required to properly match the new work with the existing features. These changes are being included in appropriate change orders.

The blending of the new work with the parts of the existing structure which were incorporated into the improvement is very good.

9024

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-7-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM-3530(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

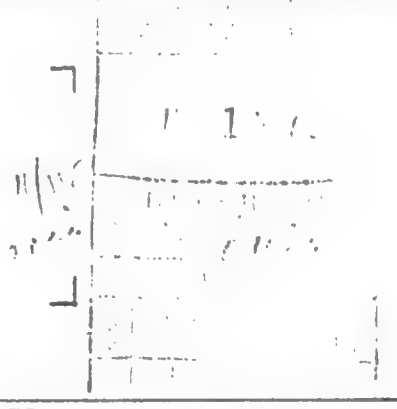
ITEM NO.: 90136

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon



DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	11-7-79	FAU-3530	City Street

GENERAL LOCATION:

Umatilla River (Main Street) Bridge Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 12, 1979, you are now authorized to proceed with the actual adjustments for the City of Pendleton's water and sewer facilities. Reimbursement on an actual cost basis estimated to be $12,288 with Federal participation limited to $9,830. I approve the agreement with the City of Pendleton.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-79	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—781-915

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

October 12, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Water and Sewer Facilities Relocation
City of Pendleton
Umatilla River (Main St.) Bridge Sec.
FAU 3530 (Main Street)
Umatilla County
Project No. BRM-3530(1)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Pendleton's water and sewer facilities dated August 21, 1979, and a sketch showing their proposed relocation.

A certification prepared by Harlin Gerlach as to the City's rights in the land occupied by their facilties is in our files.

The conflict was anticipated. Pursuant to the terms of an agreement between the State and the City of Pendleton, it is the City's responsibility to arrange for utility relocations. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy City Street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated Cost to the State is $12,288.

Yours truly,

D. E. Swan
Operation Programming Engineer

RECEIVED
TECHNICAL SERVICES
SEP 16 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JMC:mm
Enc.
cc: E. S. Hunter, Jack M. Cartwright, Harlin Gerlach

9024

August 24, 1979

City of Pendleton
City Hall
Pendleton, Oregon 97801

Attn: Marjorie K. Johnson
City Recorder

Gentlemen:

On August 23, 1979 a satisfactory bid was received from Weaver Construction Co., P.O. Box 308, Union, Oregon 97883 for construction on Umatilla River (Main Street) Bridge Section, BRM 2530. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$638,858.00
Permanent Pavement Striping	$ 600.00
City of Pendleton (Water & Sewer)	13,000.00
4 1/2% Contingencies	29,360.61
7% Engineering	58,721.22
ESTIMATED TOTAL COST	$740,139.83

City's Advance Deposit:
20% of $740,539.83 = $148,107.97 or say $148,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 14, 1979.

Please make your check for $148,000.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Dunn
Operation Programming Engineer

DED:pf
bcc w/AD # 674: Roger Lang, Region 5 Federal Aid Specialist
Vern Skoog - Please return completed AD #674 when check is received.

9-13-79
Recd. 148,000
9-14-79
Notified Roger Lang

9024

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRM-3530(1)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90136

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Leves | R/O | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-1-79	FAU-3530	City Street

GENERAL LOCATION:
Umatilla River (Main St.) Bridge Section

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping $600

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 30, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $727,523 - Federal Funds $579,840.

A signed copy of the Revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-79	G. K. Hoss	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9024

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 24, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening August 23, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. BRM-3530(1) Highway No. 9030 - City

Federal-aid Project Name Umatilla River (Main St.) Bridge

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 24 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FCL:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

9024

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM-3530(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90136

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
JUL 26'79

REFER TO Mochrum
FOR
Info | Invest | R/O | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-13-79	FAU 3530	City Street

GENERAL LOCATION:
Umatilla River (Main St.) Bridge Section

7-26 orig

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 7-17-79 this will confirm the advance approval date of 7-13-79 for program change as follows:

Work	Appn. Code 118 Total Cost	Appn. Code 118 Federal Funds	Appn. Code 114 Total Cost	Appn. Code 114 Federal Funds
P.E	$ 30,500	$ 24,400	$ - - -	- - -
Constr.	- -	- - -	724,800	$ 579,840
Total	$ 30,500	$ 24,400	$ 724,800	$ 579,840

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-17-79	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-165

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRM 3530(1)

STATE PROJECT NO.: See below

COUNTY NAME: Umatilla

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 90136

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16'79
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	FAU 3530	City Street

GENERAL LOCATION:

Umatilla River (Main St.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Grade, Pave, and structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-6-79 you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $755,300 Federal Funds $604,240.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9024

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90136
Project No. BRM-3530(1)
Umatilla R. (Main St.) Br. Sec.
Umatilla County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Sept. 20, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$604,240
State Funds	151,060
Total Cost	$755,300

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 9'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Umatilla River (Main St.)Bridge
Main St.-Pendleton
City Street-FAU 3530
Umatilla County
Bridge 10542A

Enclosed are two prints of Drawings 34612 and 34609 which are the preliminary plan and elevation and vicinity map for the subject structure. Two copies of the foundation report are also included.

A routine bridge inspection found extensive corrosion and section loss in the girder webs and intermediate stiffeners where the deck and sidewalk had been poured against the structural steel. Analysis shows the structural capacity to be greatly impaired and the structure has been posted for 3[T] @ 15MPH. We believe replacement of the superstructure is required and that it should be done as soon as possible.

We propose replacing the existing through plate girder superstructure at this 28-foot roadway bridge with a precast, prestressed, concrete box beam section on the existing, modified and extended pier and abutments. The new bridge section would provide 48-foot of roadway width and a seven-foot sidewalk section on each side. All additional structure width is to be obtained on the west or downstream side of the present structure alignment.

An alignment revision of N. W. Bailey St. is proposed to change from the present 20 to a 36-foot width with a 30-foot radius curve to the revised north end of the Main St. Bridge. About 140 linear foot of retaining wall would be required along Bailey St.

RECEIVED
TECHNICAL SERVICES
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

Our present estimate for the proposed contract is as follows:

Grading and paving	$ 69,800
Structure	416,000
Bailey St. Wall	118,000
Engineering & Contingencies	121,000
TOTAL	$724,800

We request your approval of our preliminary plans and your concurrence that the project is eligible for SBR funding.

Encl.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc~~—E. S~~. Hunter
D. H. Moehring
W. E. Schwartz

9030

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRM-3530(1)
Project Name Umatilla River (Main Street) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 22 day of June, 1979

City of Pendleton

Certified By:

Regional Right-of-Way Supervisor
Date June 25, 1979

Joe McLaughlin
Joe McLaughlin Mayor

Marge Johnson City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9024

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: F I L E

DATE: June 19, 1979

FROM: Richard L. Lenz
Hydraulics Engineer

SUBJECT: Umatilla River (Main St.) Bridge
Pendleton City Street
Umatilla County

The proposed project will replace a narrow, substandard structure built in 1911 with a new structure having a roadway width of 48 feet and a 7-foot sidewalk on each side.

HISTORY

Serious floods have occurred many times in Pendleton. The largest known flood was in December, 1882 with an estimated discharge of 17,000 cfs. There were many more - 1906, 1908, 1913, 1931, 1932, 1945, 1946, 1949, 1965, 1970 and 1975. Some were caused by storms at the headwaters, while others were the result of snowmelt on frozen ground as a result of a warming trend. During the floods of 1931 and 1932, sandbags were used on top of the existing levees on the left (south) bank at various locations to prevent the river from overtopping the dikes and entering town.

In 1933 the City of Pendleton, with monies from the Civil Works Administration and Federal Emergency Relief Administration, cleared the channel through town of debris, removed brush-covered islands in the channel, and strengthened the river slopes of the levees with hand-placed stone together with a portion of grouted stone wall extending about 300 feet downstream from the Tenth Street Bridge. The Corps of Engineers constructed flood protective works throughout the City of Pendleton in 1937-1938. The project consisted of enlargement and extensions of levees, construction of a concrete flood wall along the top of a portion of the existing levees, and raising the Main Street Bridge to provide passage for a 25,000 cfs discharge. Another project by the Corps of Engineers was initiated in 1958-1959 which consisted of channel excavation of gravel bars and further work on the river slopes of the levees. Under present channel conditions, the protective works will handle a standard project flood of 28,000 cfs at an average elevation of 3 feet below the top of the existing levees.

HYDROLOGY

The U.S. Geological Survey has maintained a gaging since 1934 on the Umatilla at various locations upstream and downstream from the Main Street Bridge. Drainage area reflected at the gage is 637 square miles. Except for the flood of 1882 (17,000 cfs), the largest flood of recent times occurred January 30, 1965 with a discharge of 15,500 cfs at elevation 1066.4(±) feet msl at the Main Street Bridge.

A regional analysis using the Pearson Type III program gives the following:

Frequency	Discharge	Elevation @ Main St. Bridge
100-year	19,400 cfs	1070.0 feet msl
50-year	16,800 cfs	1068.0 feet msl
40-year (1/30/65)	15,500 cfs	1066.4 feet msl

Because of the channel improvements which have taken place in 1933, 1938 and 1959, the overall water surface elevation for the design flood has lowered. It is possible to lower the elevation of the bottom of beam on the south end to meet the bridge design and still have clearance at the closest point of 2.5-3 feet over the 100-year flood.

RIPRAP

The existing abutments are to be extended downstream. There should be little disruption of the riprap and slope protection already in place. Class 700 riprap should be placed along the toe of the new abutments and to fill in on the slopes where the protection has been disturbed.

RLL:ge

Attachment

cc: Terpin
Christensen
Hart
Schwartz
Harwell
J. Davis
H. Schell (FHWA)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JUN 25 1979
File: PM FA
LG OP
TAA

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	16800	19400	15,500
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	1068	1070	1066 ±
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	10-11	9-10	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Umatilla River (Main St.) Bridge
Pendelton City St.

COMPILED BY:	DATE:
Lenz	6-19-79

9024

April 12, 1979

City of Pendleton
City Hall
Pendleton, OR 97801

Attention: Marjorie E. Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6955

Gentlemen:

Attached for your records is a fully executed copy of an agreement to replace the Umatilla River Bridge Section of Main Street in Pendleton.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9021

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 22, 1979

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters
Section: Umatilla Rv. (Main St.) Bridge
Highway: City St. FAU 3530
County: Umatilla

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary Potter
D. E. Keyes

Versteeg
Anderson
cly Christensen copy
Olson
cly Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
MAR 22 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

90241

FEDERAL AID PROJECT NO.: 3RM-3530(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon
3-20-79

PROGRAM NO.:

ITEM NO.: 90136

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

copies to
Gifford
Heaton
Trout
Region 5
Zehner

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-20-79	FAU 3530	City Street

GENERAL LOCATION:
Umatilla River (Main St.) Bridge

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — including archeological salvage and utility preparatory work
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-22-79, you are now authorized to proceed with the above work for a TEC of $30,500 with Federal funds limited to $24,400.

330-1954

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-20-79	E. J. Tolack	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9024

Form FHWA 121 (Rev. 9-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 16, 1979

In reply refer to: HFO.4/5-OR

SUBJECT: Project Assessment
Oregon Project BRM-3530(1)
Project Data Submission Item No. 90136
Umatilla River (Main St.) Bridge
Umatilla County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your February 12, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

for G. L. Green

cc:
ODOT (Prog. Mgmt.)
ODOT (Env. Reg. 5)

Environmental Section
March 21, 1979

cc: D. H. Moehring (1) - Project Management
J. B. Boyd (3) - Right of Way
L. E. George - Traffic
W. J. Hart - Structures
C. T. Keasey - Construction
J. H. Versteeg (4) - Engineering
F. E. Terpin (3) - Location
George Bell - Public Affairs
Surfacing Design - Lab. Bldg.
W. E. Schwartz
H. W. Oswald
Vernal Moore
Gerald Wimer - Project Management
B. L. Gifford (2) - Project Management
John Preston

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 21 1979
File: PM FA LG OP
TAA

9024

TO: Mayor and City Council

March 15, 1979

FROM: Rudy R. Enbysk, City Manager

SUBJECT: Main Street Bridge

References attached:

1. Letter of February 28, 1979 from Gerald Wimer
2. Letter of March 5, 1979, from Roger Lang
3. Agreement No. 6955
4. Resolution No. 1096

The City has been advised that Federal assistance, through the State of Oregon, will be available for replacement of the Main Street bridge.

Before any further project effort can proceed it will be necessary for the City and State to enter into "agreement". Attached is Resolution No. 1096 which would authorize the City to enter into such an agreement.

We call your attention to numerical items (1), (2) and (3) below the "Now Therefore" in Resolution No. 1096, and point out that we feel this language is necessary to protect city interests if the agreement as drafted is to be executed.

The staff, in consultation with the State, has some basic concepts regarding bridge design that we would seek concurrence with from the City Council. Final design, of course, would be subject to City approval.

I. Design criteria.

1. The superstructure would be replaced with precast, prestressed, concrete box beams on existing abutments and pier. Box beams are 4' x 4' and will require 13 for each half.

2. Abutments and pier would require new bearing surface for correct alignment.

3. Road surface would be 44 foot wide with seven-foot sidewalks on each side unless modified as noted in II below.

4. Road surface would be asphaltic concrete and sidewalk would be Portland concrete.

5. A low curb (18") with a chain link fence or railing would be provided between the sidewalk and travel lanes to protect pedestrians from water splashing up from the road surface or vehicle swerving onto the sidewalks. Also, this barrier would discourage pedestrians from crossing the travel lane in the middle of the bridge.

6. A metal handrail would be provided on the outside edge of each sidewalk.

7. N.W.Bailey would be realigned to ease turning movements from east bound traffic on Bailey to south bound traffic on Main Street.

8. Overall structure would be designed to be aesthetically pleasing and provide pedestrian and vehicle visibility.

II. Could the width of the road surface be increased?

The road width could be increased to 48 feet by either decreasing sidewalk width by 2 feet on each side or by cantilevering the sidewalk over the box beams. Neither of these alternatives would significantly increase the cost of the project.

Staff would recommend we pursue the latter alternative. This would provide for the potential of having four lanes and still provide adequate sidewalk width.

A This was Approved By Council

Other questions and comments:

III. Would the bridge be closed during construction?

Yes. The nature of the existing structure and the design of the new structure would not allow one lane to be open during construction.

IV. What about any salvage value?

Due to the deteriorated state of the bridge there is little value in reusing or sale of the structure. Salvage value of the steel would barely, if at all, offset the cost of labor, equipment and transportation of the steel to make salvage profitable. We would recommend that the city include removal and salvage in the construction contract for the new bridge. This is the normal procedure.

V. What is the estimated cost breakdown:

$541,000	State's estimate (Oct. 1978 dollars)
65,000	12% inflation (to actual construction time)
20,000	realighment of N.W. Bailey
$626,000	(cost distribution: 80% Federal $500,800; 20% City $125,200)

VI. City share for preliminary engineering.

If the "agreement" is executed we would recommend the city take the $6,100 required for its share of Preliminary Engineering from the sidewalk replacement project of the Main Street bridge. The total contract award for this project is $43,670. Currently work has been stopped pending decision to repair or replace, with balance of funds at $27,494. If this project were terminated the estimated balance would be $22,627. Project was funded from Federal Revenue Sharing money.

VII. Who is responsible for relocation of utilities?

Ordinance No. 2813, an Ordinance which regulates the use by utilities, states in Section 4, paragraph 2, "In the event that the facilities must be removed in connection with a project funded by a State or Federal agency, then the cost of relocating the utilities shall be included in the total cost of the project and shall not be the responsibility of the affected utility."

This language is not totally clear in that some utilities will be relocated but not "removed", and also there is still some question if Federal or State funds can be used to relocate "private" utilities.

It is recommended that this section of Ordinance No. 2813 be amended to clarify that payment of such costs would be subject to State and/or Federal approval, or the section be eliminated in its entirety.

9024

cc: Gerald Wimer
H. N. Van Cleave

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 5, 1979

Mr. Rudy Enbysk, City Manager
City Hall
Pendleton, Oregon 97801

Dear Rudy:

Re: Misc. Contracts and Agreements No. 6955, Umatilla River (Main St.)
Bridge Section, Highway Bridge Replacement Project.

Enclosed are four copies of an agreement concerning Preliminary Engineering and Construction Finance details for the Umatilla River (Main St.) Bridge.

Please examine the agreement carefully and if found to be acceptable present them to the City Council for adoption of a resolution authorizing the Mayor and City Recorder to enter into the agreement. After the agreements have been signed, return the three blue bound copies to me for further processing. A fully executed copy will be furnished to you after final approval by the State Highway Engineer.

Also, you have received a request from Mr. Gerald Wimer, Local Government Manager, for an advance deposit of $6,100 which is the City's share of Preliminary Engineering. This deposit should not be paid until the agreement has been signed by the City.

In the interest of speeding the project development, it is suggested that the deposit be forwarded per Mr. Wimer's instructions immediately after the City has signed the agreement. The project is approved by the Transportation Commission and it will be approved by Scott. It just takes a little time.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
Enc.

Form 734-3122

9024

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 28, 1979

RE ☐ RCE ☐ RME ☐ ROE ☐

RFA MAR 2 1979

RECEIVED
REGION 5 OFFICE

City of Pendleton
City Hall
Pendleton, Oregon 97801

Attn: Rudy Enbysk
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Umatilla River (Main Str.) Bridge Section, a City street in the City of Pendleton.

Financial sharing of the preliminary engineering is:

Total P.E.	$30,500.00
Federal Funds	24,400.00
Balance; Local Share:	6,100.00

Please make your check in the amount of $6,100.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room, 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Winer
Local Government Manager

Check Received 3-9 Rec'd 3-30 notified RF

FH:pf

bcc w/AD # 597: Vern Skoog - Please return completed AD # 597 when check is received.
Region 5 Federal Aid Engineer

Gerald Winer
Isn't this request a bit premature — ? No Agreement has even been shown to City as yet so how can they legally give us a check
Roger

90241

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90136
Project No. BRM-3530(1)
Umatilla River (Main St.) Bridge
Umatilla County

Enclosed is data for the subject project.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work at an estimated total cost of $30,500 with an obligation of $24,400 in federal funds.

CL:dmc
Enc.
cc: W. Schwartz, Region 5
F. Hildebrandt

Requested Advance Deposit 2-28-79 - AD H.

N

N
M B

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

February 22, 1979

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 — 66		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
		City St., Main St. in Pendleton (Umatilla R.)			7,000	--		10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 — 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	ENERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 — 23	NUMBER 7
	P.E., One Bridge								BRM-	3530

CARD 4	CLASS OF FEDERAL FUNDS: Special Bridge Replacement	COUNTY NAME: Umatilla (11)(13)	COD 05
	NAME OF URBAN AREA (17-31): Pendleton	ROUTE NO. U	FEDERAL-AID 3530 (32) — STATE City St. (36)(37) — U.S. ---

CARD 5	LINE NO. (14)(15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43)(46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (80%) (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE			0.04	30,500	24,400	---	6,100 (City)
5					ROW							
5					CONST (CODE) X081		"Umatilla River (Main St.) Bridge"	0.04	595,500	476,400	---	119,100 (City)
							PROJECT TOTALS	0.04	626,000	500,800	---	125,200 (City)

CARD	CODE		
1	1	PREPARED BY: CL	
1	14	PROGRAM APPROVAL DATES: 10-13-78	(16) (28) (34) (39) REMARKS

over--

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 22, 1979

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty St., Main St. in Pendleton (Umatilla R.)	ADT	7,000	--		10	Oregon	41	118	90136

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
lacement								BRM-	3530	(1)		

COUNTY NAME	CODE	PROGRAM STAGE
Umatilla	059	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	3530	City St.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.04	30,500	24,400	---	6,100 (City)	
OW								
NST DE) 981		"Umatilla River (Main St.) Bridge"	0.04	595,500	476,400	---	119,100 (City)	
CL		PROJECT TOTALS	0.04	626,000	500,800	---	125,200 (City)	

OVAL DATES
10-13-78

REMARKS

over--

USCOMM DUSCOMM-DC 48005-P61

Umatilla River (Main St.) Bridge
Project No. BRM-3530(1)

Existing Facility:
Main St. Bridge #10542--193 foot steel girder structure with 30 foot roadway and 7 foot sidewalks each side. Posted for 3 ton load limit and maximum speed of 15 MPH.

Adjacent Sections:
N. End--30' AC surface roadway
S. End--44' AC surface roadway

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including archeological salvage and utility preparatory work.
2) Remove existing structure and construct prestressed concrete bridge on existing alignment 193 feet in length with 44 foot roadway and 7 foot sidewalk each side. Adjustment of utilities as required.
3) Grade and pave roadway approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--Exempt from A-95 review under working agreement.
b) District 12 Clearinghouse--It is our contention that this is a quasi-clearinghouse, for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not adversely affect decisions of the other public works involved activities of concern to the clearinghouse agencies.

FHPM 7-7-
on

FHPM 7-7-
a) Public
b) Locati

NOTE: 1)
2)

30 foot road-
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A-95 review
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ed activities

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on _____.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) Included in FY '79 Annual Program in table of Projected Federal Fund Obligations and Balances for FY '79 Program.

9024

DATE: January 31, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Bridge Replacement Project Request

On the Consent Calendar for the February 8 meeting will be two requests for approval of Bridge Replacement Projects.

A $626,000 project to replace the structure over the Umatilla River on Main Street is a request from the City of Pendleton.

A $600,000 project to replace the structure over Bull Run River on Bull Run Road is a request from Clackamas County.

Federal Bridge Replacement funds for these projects are estimated at $980,800 with the Local Governments providing approximately $245,200 in Match funds.

These projects have been investigated and are eligible for funding under the Federal Bridge Replacement Program. I recommend your approval and request authorization to sign the necessary project agreements for and on your behalf.

Attachment

FFH:pf

bcc: F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. W. Rulien
W. J. Hart
V. E. Skoog
J. H. Versteeg
E. L. Hardt
W. E. Schwartz
George Bell
G. W. Wimer

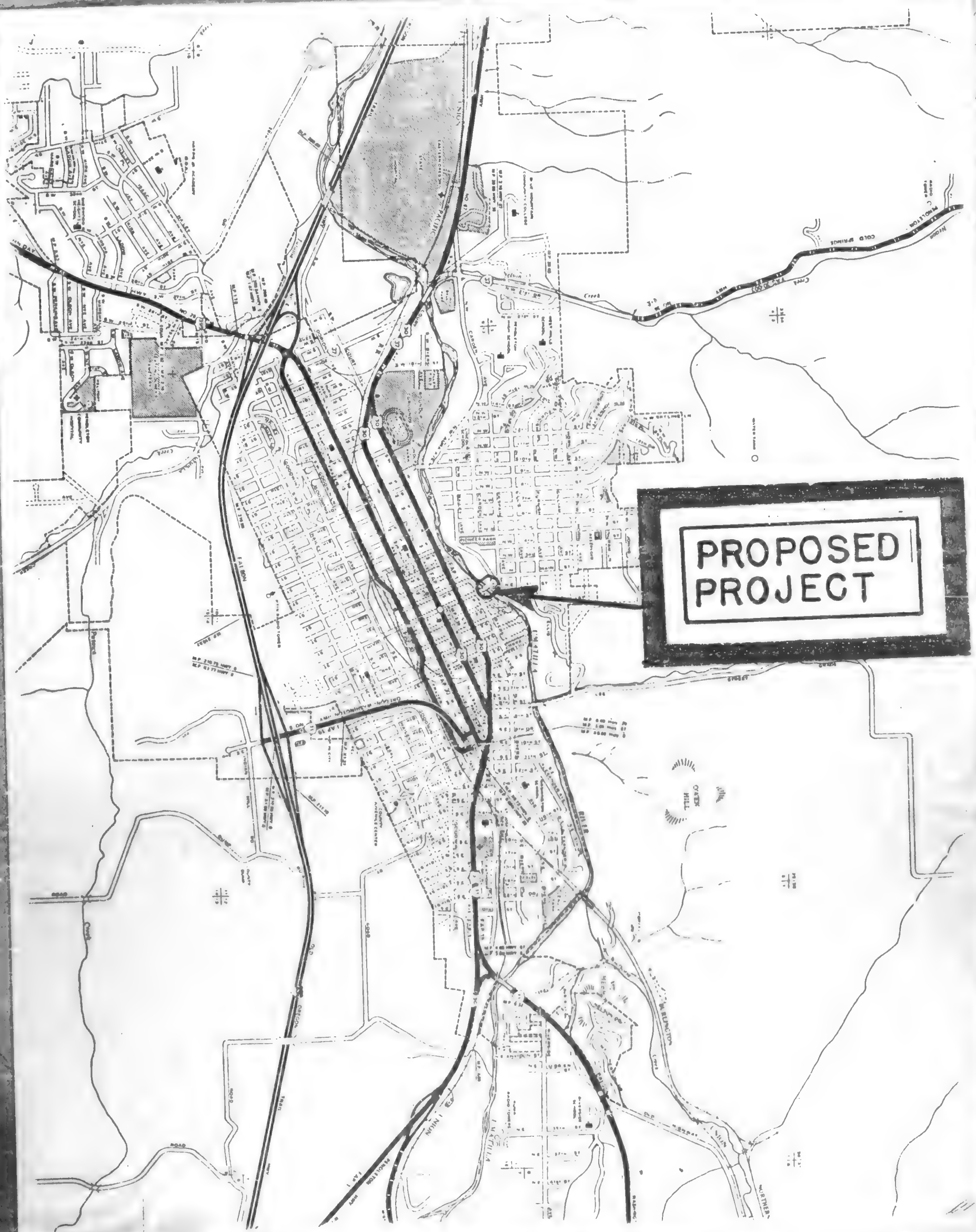
CITY OF PENDLETON
Proposed Bridge Replacement Project

Umatilla River Bridge # 10542
Main Street
Construct Structure
$626,000

This project consists of replacing the existing structure with Precast, Prestressed Concrete Box Beams on the existing sub-structure over the Umatilla River on Main Street.

State will perform the preliminary and construction engineering for the project.

79-A
1-31-79


PROPOSED
PROJECT

9024

Department of Transportation

STATE HIGHWAY DIVISION

2111 ADAMS AVE., P. O. BOX 850, LA GRANDE, OREGON PHONE: 503-963-3177

February 12, 1979

Rudy Enbysk, City Manager
City Hall
Pendleton, Oregon 97801

Re: Umatilla River (Main St.)
Bridge Section
Bridge Replacement Project

Dear Rudy:

As you know the Transportation Commission approved your request for replacement of the Main Street Bridge on February 8, 1979.

We have initiated action, through our Office of Project Management, to begin the A-95 review process, program the project with the Federal Highway Administration and prepare the necessary Construction-Finance Agreement for the project.

The Highway Division is well aware of the importance of the Main Street Bridge and we will do everything possible to accelerate the project towards contract letting. I will be in touch with you as the necessary steps are accomplished.

Sincerely,

ROGER C. LANG
Region Federal Aid Engineer

RCL/crp

cc: H. A. Schell, FHWA
W. J. Hart
Hal Versteeg
Gary Potter
Gerald Wimer
Harold Brainerd
Region V R/W
H. N. Van Cleave

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ CPE ☐
FEB 14 1979
File: PM FA
TAA Hildebrandt LG OP

Form 734-3122

9024

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

BRM-3530(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 2, 1979

Section Umatilla Rv. (Main St.) Bridge

Unit (if appl) _____

County Umatilla

City Pendleton

Highway City St. FAU 3530

State Hwy. No. _____

Termini: M.P. (if appl) _____

Length _____

Region 5

Construction Estimate $626,000
Program Amount

B. Purpose of Project: To replace the deteriorated superstructure of the Main St. Bridge in the City of Pendleton, realignment of N.W. Baily St., and to provide sidewalk, hand rail and street wearing surface on bridge. The advanced state of deterioration is threatening the life of the structure on the major river crossing between the Pendleton CBD and Pendleton's largest residential area.

C. Origin & History of Project: Constructed in 1911, the condition of the bridge has been closely monitored under the Bridge Inspection Program. However, advanced deterioration of steel girders was discovered during the reconstruction of sidewalks. In response, the City established a mixmum weight limit of three tons and a 15 mph speed limit to guard against complete failure.

D. General Description of Project: The proposed project consists of a bridge replacement (superstructure only--using existing bridge abutments and in river bent), grade and alignment work, sidewalk--handrail provisions, and paving. Prestressed concrete box beams will be placed on existing substructure. This will provide a new structure with 44 foot wide roadway, 193 feet in length with a seven foot sidewalk on each side.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. _____; Shldrs. _____; Parking n/a

Proposed: No. Lanes 2 ; Med. _____; Shldrs. _____; Parking n/a

Traffic: Existing Facility: Existing ADT 7000 ; Projected ADT _____; Yr. _____

Existing Level of Service Inadequate

Proposed Facility: Projected ADT N/A ; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Existing sources and/or commercial supplies will be utilized.

Type of Structure(s):

Reinforced prestressed concrete box beams utilizing existing end bents and piers.

Brief Description of River or Stream and Type of Involvement, if any: Equipment will be in stream during construction (pier work and placement of box beams). At this location, the Umatilla River is very shallow with basalt bedrock exposed along bottom. With a summer construction schedule, minimal stream impacts can be expected. All in stream work will be done in cooperation with the Oregon Fish and Wildlife Commission.

Local City, County of COG priorities of project;

First priority of the City of Pendleton.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe): Location is utilizing existing right-of-way corridor. Design options considered:

1.) Repair existing bridge (One third the cost but still severely limited life expectancy).
2.) Replace with box beams providing 30' roadway and 7' sidewalks on same structure.
3.) Same as Alt. 2, except 44' roadway and 7' sidewalk.
4.) Replace entire structure with 44' roadway with 7' sidewalk.

Alternative 3 would best serve projected traffic needs with minimal environmental impacts.

Other Descriptive Information or Comments:

City hopes to coordinate the project with River Park Development. This presents the possibility of alteration of sidewalks to provide access to levee.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project is located on the Umatilla River in the City of Pendleton. Situated on the flood plain which includes the Pendleton CBD, the proposed bridge marks the boundary and provides the major link between the CBD and Pendleton's largest residential area. The river also marks the boundary between the flood plain and the adjacent hillside where the residential area is situated. Nearly all the native riverine and adjacent hillside natural vegetation has been displaced by commercial-residential development and the construction of river levees.

   The river channel has been altered and is now constricted between the man-made levees. Even during low water periods, the river now occupies the entire stream channel. There are now no bars exposed even during low water. The stream bottom consists of exposed basalt bedrock.

   The Umatilla River supports a variety of fish including rainbow trout and steelhead. Most wildlife has been displaced by the urban environment, but water fowl and muskrats are found in the vicinity of the bridge.

2. Cultural: Pendleton is a rapidly growing city of 14,650. The 1970-1995 growth rate has been projected for a nearly 25% increase. As previously mentioned, the proposed bridge replacement provides the major link between the downtown area and the largest residential area in Pendleton. With the Umatilla County Library and a large church situated adjacent to the north end of the bridge, heavy foot traffic across the bridge is also generated. Retail businesses are located at the south end of the bridge.

   The existing bridge, a 1911 steel girder design, may have some historical interest. Street car rails are still visible in the pavement.

   The river bank area near the bridge is of scenic value, and the City of Pendleton has requested coordination of the project with River Park Development.

   Water, sanitary sewer, electrical and natural gas lines are attached to the existing structure and will have to be transferred to the new bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

n/a

2. Estimated Impact on Traffic Patterns: The current ADT is 7,000. The new bridge will promote improved traffic flow and increased safety. The existing structure is in danger of failure. New bridge will provide the primary link between CBD and major residential area.

Consequences--Air Quality, Noise, Safety, etc.:

Noise during construction.

3. Estimated Impact on Land Use:

Area already fully developed, no further impact anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources: Part of the project is coordination with River Park Development, providing access to the man-made levee. This improved access could have adverse impact on what natural vegetation (willows) has become established following levee construction.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: Possible historical interest of existing 1911 steel girder structure. Better access to scenic areas along levee bank in an urban environment possible. All land adjacent to project site has been disturbed - cultural survey probably will not be required.

Consequences:
A full set of photographs are planned before the removal of the existing bridge.

6. Preliminary Identification of Areas of Critical Concern:

none

7. Potential for Controversial Issues:

1.) In stream involvement
2.) River Park Development

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans The proposed project is consistent with Transportation and Comprehensive land use plans. Any conflicts with noise, air and water quality standards would be temporary construction-related occurrance.

b. Noise Standards A noise study report will be required.

c. Water Quality Standards The project should only have temporary adverse impacts on stream turbidity so standards would be met.

d. Area Land Use and Transportation Plans, and Zoning

Compatible.

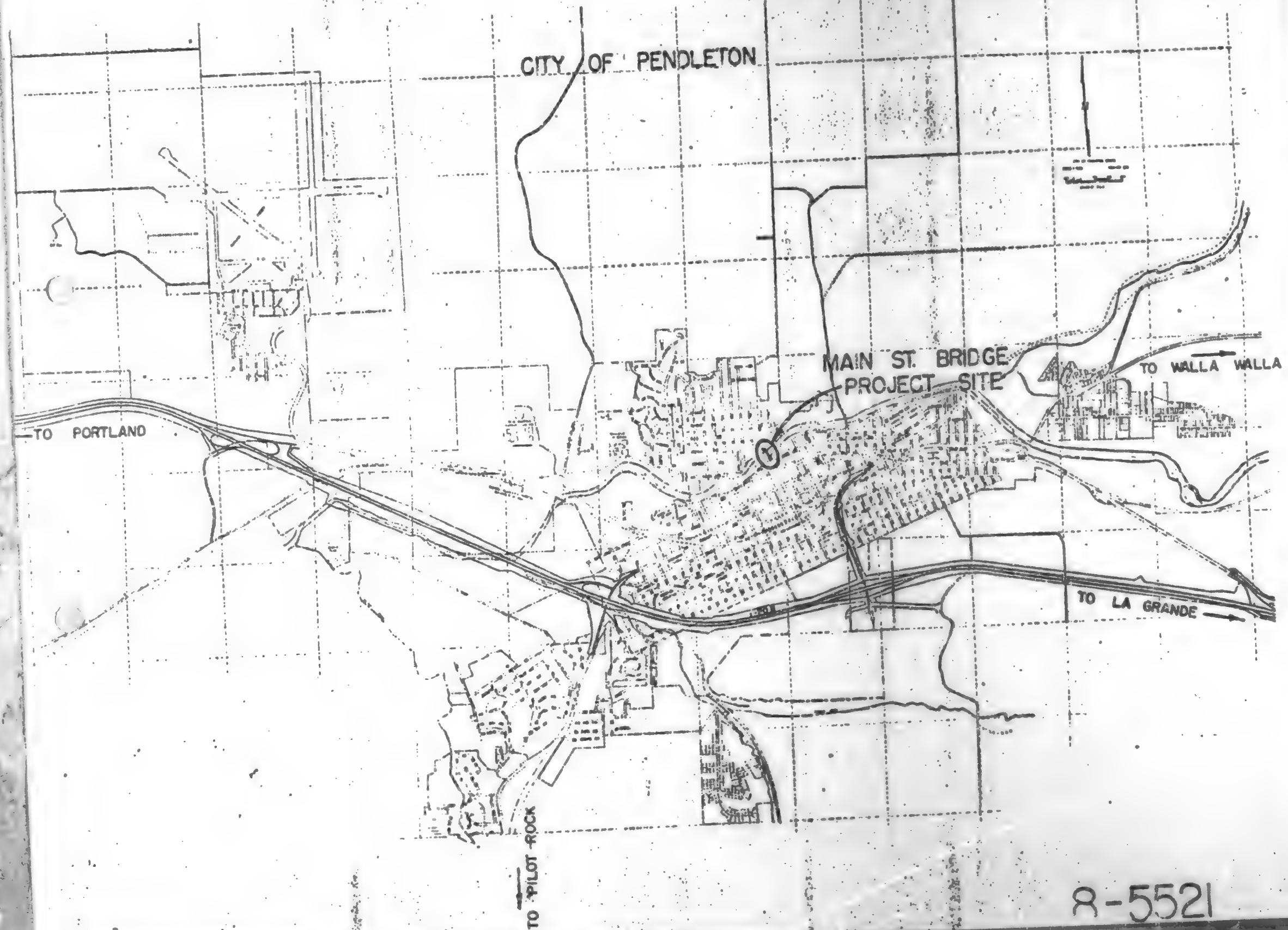
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION------

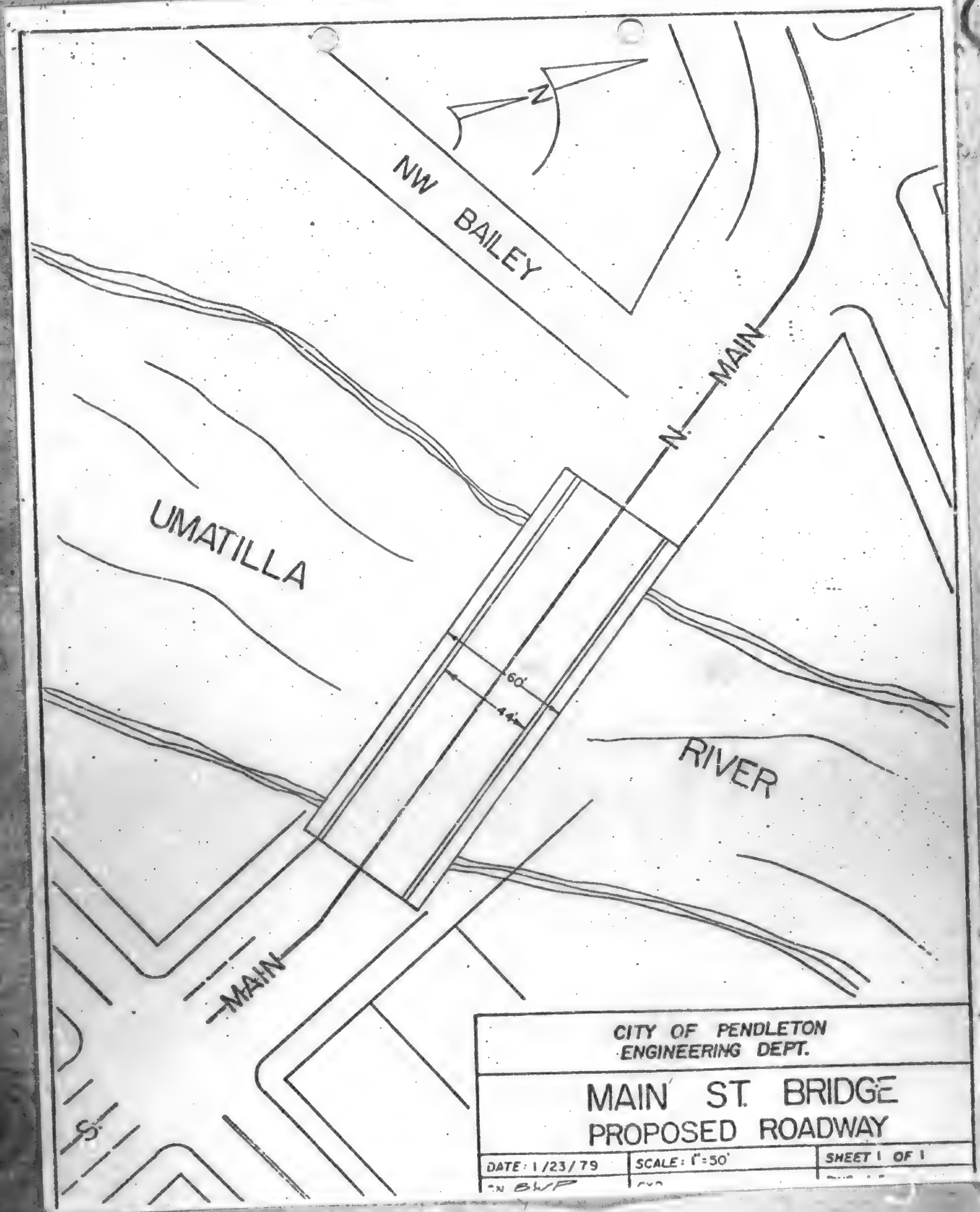
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	__XX__ ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Utilization of existing right-of-way (same bridge substructure), minimal physical and human environments, render a Caregory 3, non-major classification

D. Recommended Project Category: ____ 1 ____ 2 __XX__ 3 ____ 4


CITY OF PENDLETON
MAIN ST. BRIDGE
PROJECT SITE
TO WALLA WALLA
TO PORTLAND
TO LA GRANDE
TO PILOT ROCK

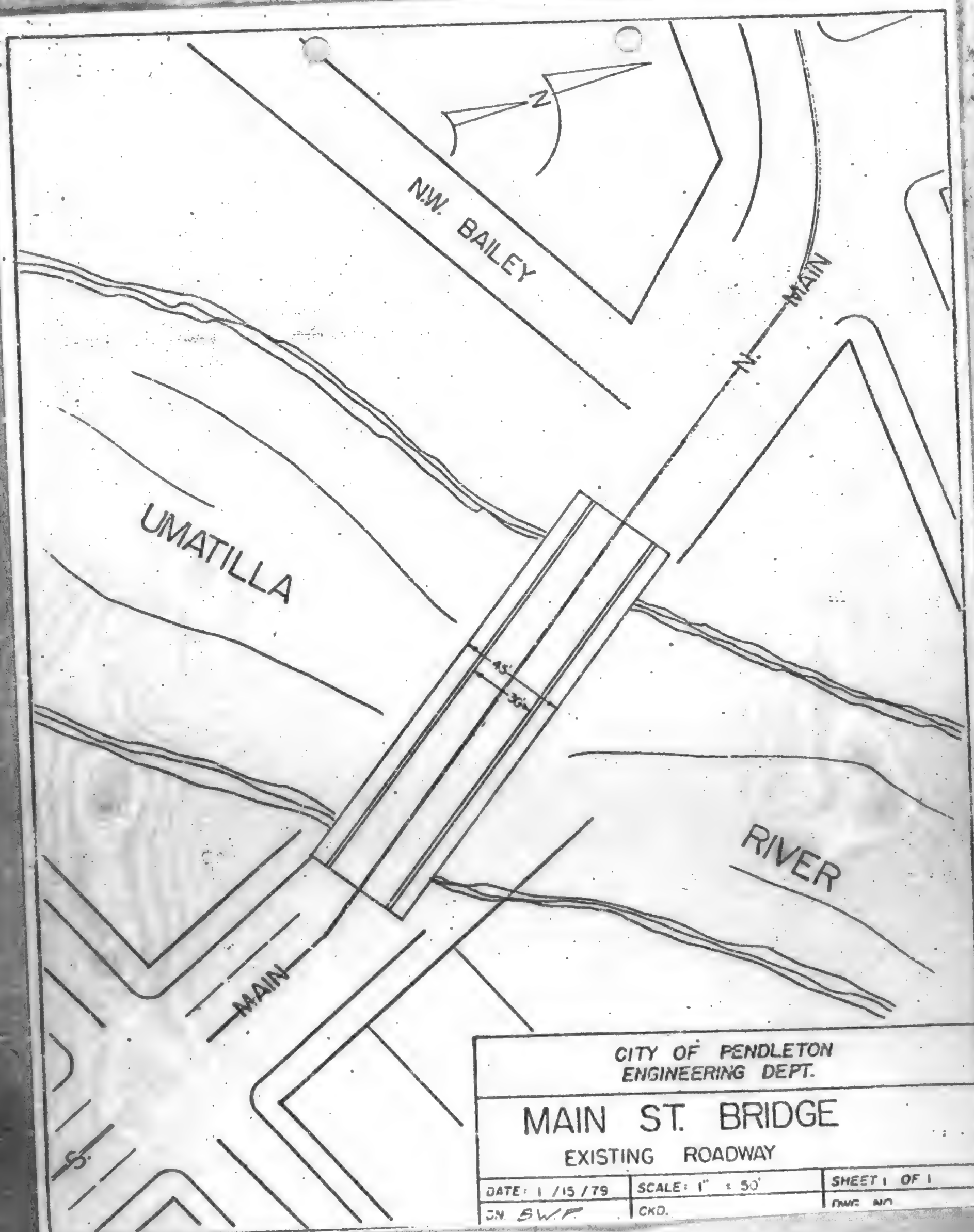
8-5521



CITY OF PENDLETON
ENGINEERING DEPT.

MAIN ST. BRIDGE
PROPOSED ROADWAY

DATE: 1/23/79	SCALE: 1"=50'	SHEET 1 OF 1
CN BWP	CVD	



CITY OF PENDLETON
ENGINEERING DEPT.

MAIN ST. BRIDGE

EXISTING ROADWAY

DATE: 1/15/79	SCALE: 1" = 50'	SHEET 1 OF 1
DN. BWF	CKD.	DWG. NO.

9024

1-31-79

BRIDGE REPLACEMENT PROGRAM

Jurisdiction	Section	Total Cost	Federal Funds	Locals Share
City of Pendleton	Umatilla River	$ 626,000	$500,800	$125,200
Clackamas County	Bull Run River	600,000	480,000	120,000
TOTALS		$1,226,000	$980,800	$245,200

12

9024

IRB0001

Form 84-734-5039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Umatilla River (Main Street) Bridge

Date January 26, 1979

Highway City Street, FAU 3530

Authorization No. 1

County City of Pendleton, Umatilla County

Survey Prefix 330-1954 (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of Umatilla River on Main Street in City of Pendleton.

BRM-3530(1)
3-20-79

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

Field Survey	901	8,000
Final Design	905	500
Bridge Design	906	15,000
Liaison	913	200
Utility	914	500
Hydraulics	918	500
Specifications	921	1,500
Environmental	923	300
Found. Exploration	926	4,000

N

RECEIVED
MAR 20 1979
ACCTG. CONTROL

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 30,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Region 5 Federal Aid Specialist

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

BEN GIFFORD

N

mlp

SP*19760-734

9024

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 25, 1979

FILE:

FROM: Roger C. Lang
Region 5 Federal Aid Specialist

TO: Gerald Wimer, Manager
Local Government Section

S A L E M

SUBJECT: Proposed Project
Umatilla River (Main St.)
Bridge Section
BRM Funds
City of Pendleton

Enclosed is application received from the City of Pendleton requesting BRM funds for the replacement of the Main Street bridge superstructure.

Also enclosed are copies of correspondence from W. J. Hart, Structural Design Engineer, the City of Pendleton, and newspaper articles which are pertinent to the project.

The project assessment is being drafted by the City and will be forwarded through the normal channels when received.

An Authority for Survey showing anticipated field costs is enclosed.

Please take the necessary steps to program the project with the Federal Highway Administration.

RCL:sh
Enclosures

cc Rudy Enbysk
H. A. Schell
W. J. Hart w/cy application
Harold Brainerd "
Gary Potter "
H. N. Van Cleave "
John Preston "
Lang file

PROJECT MANAGEMENT
PVE ☐ CCE ☐
LGE ☒ FAE ☐

Hellbrandt
Hart says include in
1979 SBR Program.

7024

FEDERAL AID PROJECT REQUEST

Date January 22, 1979

Applicant Agency City of Pendleton

Request for: Off-System ____, FAS-C ____, FAUS ____ Project BRM X Project

Federal Aid Route No. FAU 3530 Route Name Umatilla River Bridge #10542

Project Name Main Street Bridge Replacement

Project Length 220' Project Location (Attach sketch map)

Project Description Replace the existing superstructure with precast, prestressed concrete box beams on the existing substructure. Provide for alignment at access roads to bridge approach. Provide sidewalk, hand rail and street wearing surface on bridge.

Average Daily Traffic 7000 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30 ft. Travel Lanes 15 ft. Shoulders None

Medians None Parking None

Sidewalks 7 ft. sidewalk each side

Remarks Bridge was built in 1911 and is in a very deteriorated state.

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 ft. Travel Lanes 22 ft. - 22 ft. Shoulders None

Medians None Parking None

Curbed --- Length Curb Radii ---

Sidewalk/Bikeway 7' Sidewalk each side

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum 60 ft. Maximum 80 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA ☐

JAN 25 1979

RECEIVED
REGION 5 OFFICE

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Two phase signal at intersection of Main and Byers Avenues.

2. Proposed Signalization:

Location No Change

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? No Changes

4. Permanent Striping:

Include in project or by applicant? Stripe for two lanes.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Southwest and Northeast ends of the bridge.

2. Proposed Illumination:

Location No change

Type

Remarks Lighting is adequate

V. STRUCTURE DATA

1. Existing Structure:

Location Between North and South Main Street across Umatilla River

Type Steel bridge

Approach Roadway Width S. 44ft. N-30ft. Shoulder Width None

Length 193' Width 45 ft.

To remain in place? Sub-structure only

2. Proposed Structure:

Location Same as above

Approximate Size: Length 193' Width 60'

Are sidewalk/bikeways desired: Yes, 7' sidewalk both sides.

Are any utilities to be attached to structure? Water and sanitary sewer. Electrical and Natural Gas.

Are provisions for illumination desired? None required

Are there any unusual or complicating conditions? Weight limit of 3 tons and 15 MPH has been posted on this structure.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Rudy R. Enbysk, City Manager / Office
2. Environmental — Rudy R. Enbysk, City Manager / Office
3. Public Hearing — Rudy R. Enbysk, City Manager / Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes__X__ No_____

If "yes," describe briefly: Gather preliminary survey data.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	586,000.00
Railroad	
Other_____	
Preliminary engineering	20,000.00
PROJECT TOTAL	$ 626,000.00

Remarks Cost based on actual construction schedule.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Pendleton and/or _____ COUNTY

By Rudy R. Enbysk
City Manager, Rudy R. Enbysk

By_____

By_____

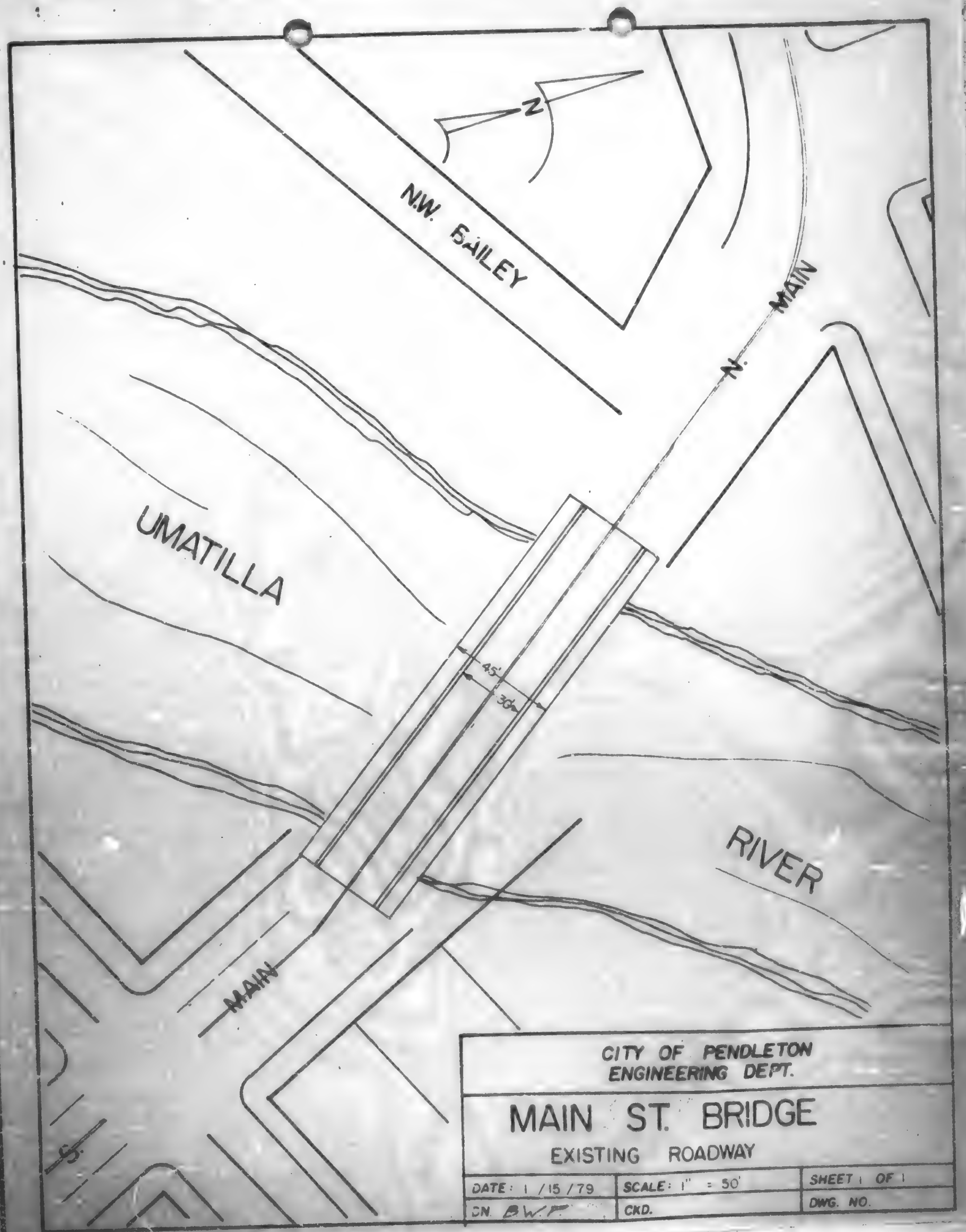
By_____

By_____

(1976)

CITY OF PENDLETON
MAIN ST. BRIDGE
PROJECT SITE
TO WALLA WALLA
TO PORTLAND
TO LA GRANDE
TO

8-5521



CITY OF PENDLETON
ENGINEERING DEPT.

MAIN ST. BRIDGE

EXISTING ROADWAY

DATE: 1/15/79	SCALE: 1" = 50'	SHEET 1 OF 1
DN. BWF	CKD.	DWG. NO.

CITY OF PENDLETON
ENGINEERING DEPT.

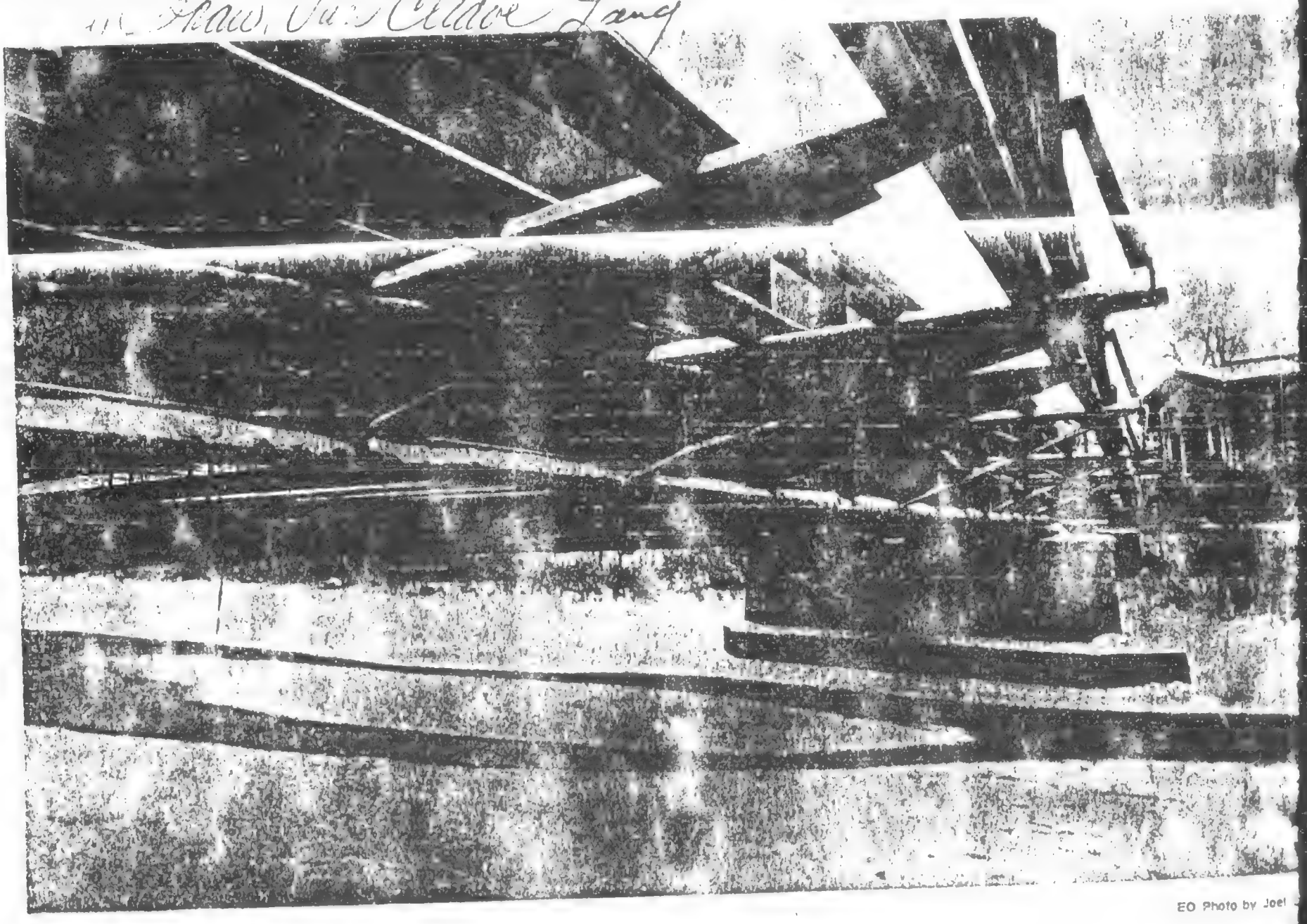
MAIN ST. BRIDGE
PROPOSED ROADWAY

DATE: 1/23/79	SCALE: 1"=50'	SHEET 1 OF 1
DN. B.W.F.	CKD.	DWG. NO.

Good Evening

East Oregonian
DAILY Except Sunday INDEPENDENT

104th YEAR, No. 81 2 SECTIONS PENDLETON, OREGON, THURSDAY, JAN. 1



EO Photo by Joel

The city of Pendleton is seeking federal funds to repair the Main Street Bridge and to widen it to three lanes. Four girders were discovered in deteriorated condition last month.

State Inspectors Not at Fault

Main Street Bridge Deterioration Hidden Under Sidewalk

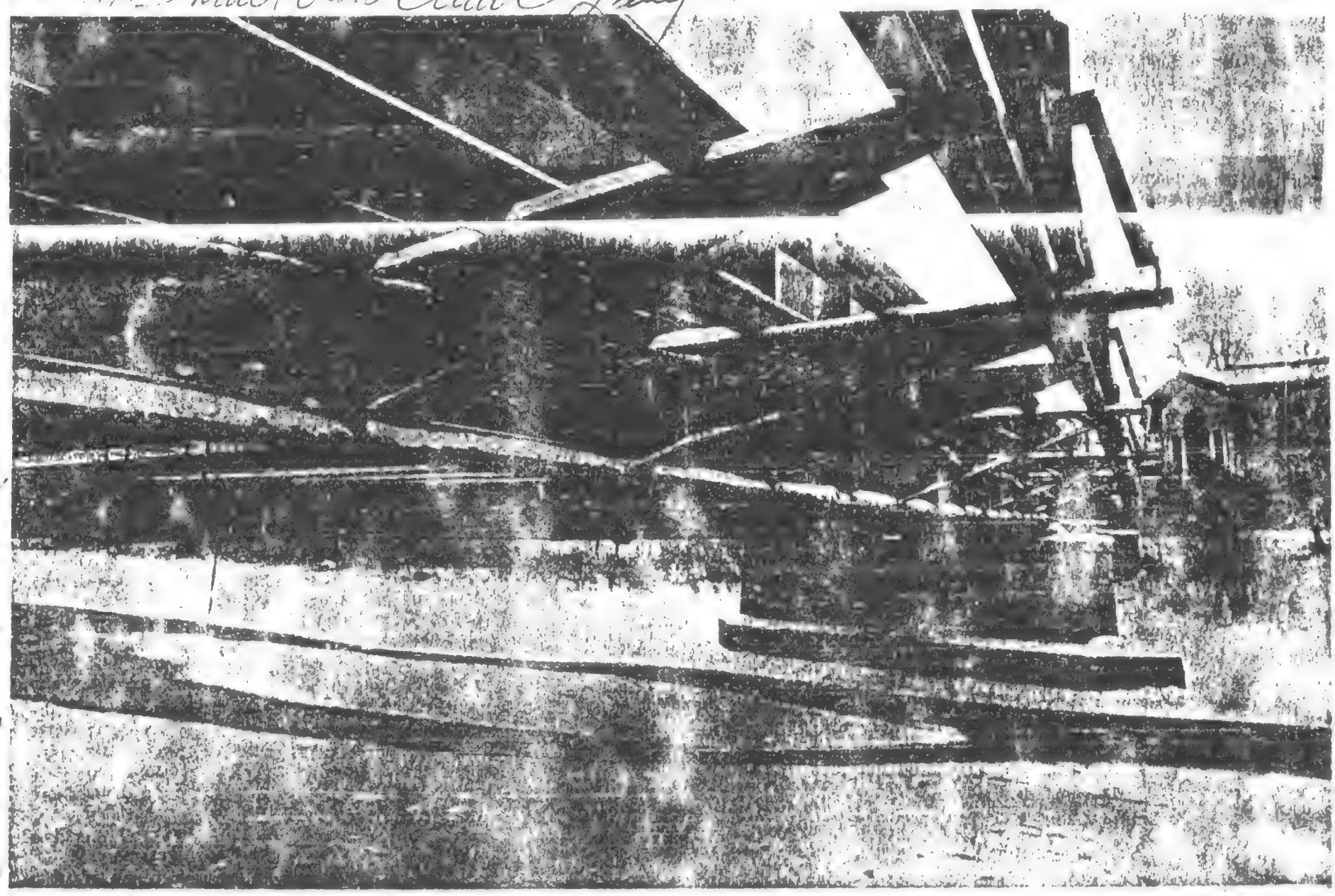
PENDLETON — Failure to discover the condition at the start of a project to replace

The concrete that joins the bridge we moisture and that leads to ru

Good Evening

DAILY Except Sunday INDEPENDENT

104th YEAR, No. 81 2 SECTIONS PENDLETON, OREGON, THURSDAY, JAN. 18, 1979



EO Photo by Joel Davis

The city of Pendleton is seeking federal funds to repair the Main Street Bridge and to widen it to three lanes. Four girders were discovered in deteriorated condition last month.

State Inspectors Not at Fault

Main Street Bridge Deterioration Hidden Under Sidewalk

PENDLETON — Failure to discover the deteriorated condition of Main Street Bridge girders was not an oversight by Oregon Highway Division crews, Jerry Odman said Wednesday.

Odman, public works director for Pendleton, said that although Highway Division inspectors checked the bridge a couple of years ago, the only way they could have learned about the condition would have been to remove the sidewalk or bridge decking.

Four girders were discovered in deteriorated condition at the start of a project to replace sidewalks on the bridge last month. The city posted a three-ton, 15 mph limit on bridge traffic.

THE CITY COUNCIL voted Tuesday night to authorize the state Department of Transportation to pursue federal funding for repair of the bridge and to widen it to three lanes. The cost was estimated at $541,000.

The bridge was built in the early 1900s.

The concrete that joins the bridge web holds moisture and that leads to rust and deterioration.

IF DAMAGE is suspected, concrete must be removed, at the city's expense, to check it. "Considerable expense" is involved in removal and replacement of the concrete, Odman said.

When the city decided to repair the bridge sidewalk last month, "it gave us a chance to see how much damage there was," Odman said.

RE RCE RME ROE
RFA JAN 22 1979
RECEIVED
REGION 5 OFFICE

DAILY Except Sunday INDEPENDENT
Oregonian

...N, OREGON, THURSDAY, JAN. 18, 1979 24 PAGES ★ 20 CENTS

Patches Of Fog

EO Photo by Joel Davis

it to three lanes. Four girders were

...ot at Fault

...len Under Sidewalk

S.D.R. Project

9024

RE RCE RME ROE RFA

JAN 18 1979

RECEIVED
REGION 5 OFFICE

January 17, 1979

RE RCE RME ROE RFA

JAN 18 1979

RECEIVED
REGION 5 OFFICE

cy Jack

cy Van Cleave, Osmund, Shaw
ok

Mr. Walter J. Hart
Structural Design Engineer
Department of Transportation
Salem, OR 97310

Re: Main Street Bridge (Umatilla River Bridge 10542, Pendleton, Umatilla County):

Dear Mr. Hart,

The City Staff has reviewed and recommended that alternative three (3) be pursued. (See attachment)

On January 16, 1979, City Council accepted this recommendation. The City Council will need to approve the final grant application so that obligation of matching funds can be made during the budget process.

If you have any questions or need any additional information, please do not hesitate to give me a call at 276-1811.

Sincerely,

David G. Lorenzen, P.E.
City Engineer

DGL:mah
cc: Rudy R. Enbysk, City Manager
Jerry Odman, P.W.D.
Bud Van Cleave, State Highway
Roger Lang, State Highway

1-18-79
Went over project application data with Dave Lorenzen — Also Project Assessment requirements.
E

TO: Mayor & City Council

January 16, 1979

FROM: Public Works Director Jerry Odman

SUBJECT: Main Street Bridge

We recently received the attached letter from the Department of Transportation regarding the Main Street Bridge. In the letter they discuss potential federal funding and list 4 alternatives. These alternatives and their respective costs are:

	ASSUMING FEDERALLY FUNDED		
Alternate No.	20% City Share	80% State Share	Total
1. Repair existing bridge	$ 45,000	$180,000	$225,000
2. Replace with box beams providing 30' roadway and 7' sidewalks on same sub-strucure	81,600	326,400	408,000
3. Same as Alt. 2, except 44' roadway and 7' sidewalks	108,200	432,800	541,000
4. Replace entire structure and provide 44' roadway with 7' sidewalks	158,600	634,400	793,000

In discussing this matter with staff there is a distinct possibility that 3 lanes may eventually be necessary across the bridge to provide better access at Bailey and Byers. It should also be noted that if the bridge at N.W. 5th is constructed, N.W. Bailey may become an alternate route between bridges, which may in itself require a third lane on Main Street bridge.

Based on this eventual need of three travel lanes across the bridge it is staff's recommendation that alternate three be pursued for federal funds through FHWA. It is also important to note that the potential for funding is greater by replacing the bridge at a greater width than either repair or replacement at the same width.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
JAN 8 '79
REFER TO
FOR
Info | Invest | R/D | O/R | Sig | Appl | File

January 8, 1979

Mr. David G. Lorenzen, P.E.
City Engineer
Pendleton, OR 97801

NOTED
E. S. HUNTER

Umatilla River (Main St.) Bridge
Pendleton
Umatilla County
Bridge 10542

We have prepared, for your consideration, preliminary cost estimates of four possible alternates for repair or replacement of the Main St. Bridge in Pendleton. All of these estimates include a 40 percent allowance for engineering and contingencies. All but Estimate 4 assumes use of existing abutments and piers with modifications to support the new construction. Estimate 1 is for repair of the existing bridge. Estimate 2 is for replacement of the existing superstructure with concrete superstructure to essentially the existing width. Estimates 3 and 4 are based on a roadway width which would match the City's normal standard street section. For purposes of the estimate, we have assumed this to be 44 feet.

The reason for considering alternate roadway widths is that the Federal Highway Administration may require the width to be wider than the existing in order to be eligible for funding under the Special Bridge Replacement Program.

The Main Street Bridge presently qualifies for replacement under this program with low ratings on structural condition and functional obsolescence. An important consideration in the rating of a structure under the item, functional obsolescence, are the factors of traffic count, bridge roadway width, and approach roadway width.

At the present time we do not know what approach the Federal Highway Administration will take on the commitment of federal funds to a structure with a width less than the width of the approaches. We

NOTED
E. S. HUNTER

are reluctant to pursue this subject with the Federal Highway Administration until such time as we receive some indication of the direction you may wish to go.

My advice would be to select that alternative that best suits your needs. We will then pursue the subject through the FHWA in an attempt to get approval for funding. There are Special Bridge Replacement Funds apportioned for fiscal year '79 which have not been committed and which can be assigned to this project. It is essential that we do get an early response to this subject.

The four alternates are as follows:

Alternate 1 — $225,000

Repair existing steel girders including repairs to the sidewalk. This estimate assumes that the current contract for repair of the sidewalks will be cancelled.

Alternate 2 — $408,000

Replace the existing superstructure with precast, prestressed concrete box beams on the existing substructure. Thirty-foot roadway with seven-foot sidewalks each side.

Alternate 3 — $541,000

Same as Alternate 2 except a 44-foot roadway with seven-foot sidewalks each side.

Alternate 4 — $793,000

Remove existing structure and replace with new structure including new piers and abutments. Forty-four foot roadway and a seven-foot sidewalk each side.

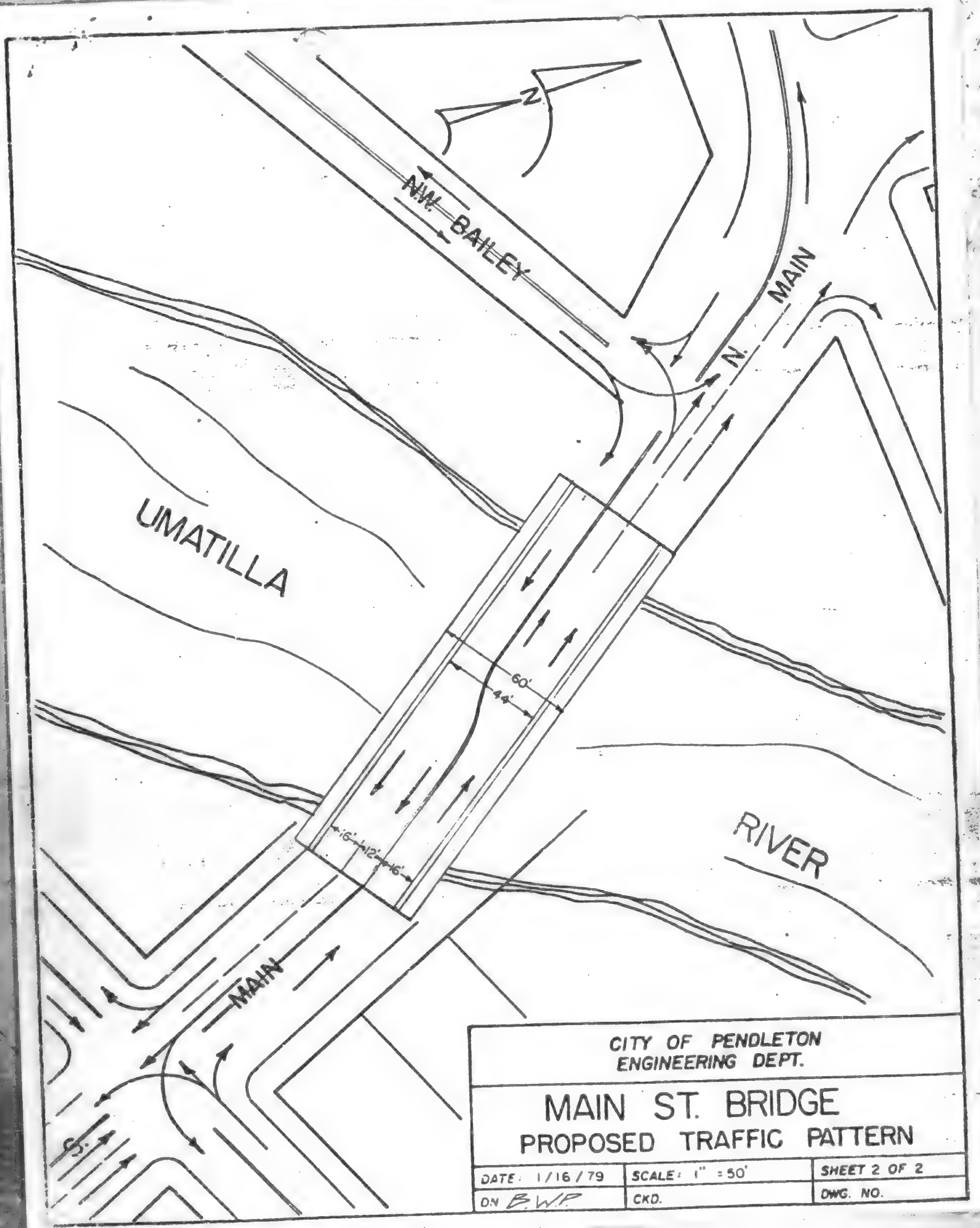
These estimates do not include any allowances for right of way. It is important to note that Alternates 2 and 3 have assumed use of existing abutments and piers. If, after more extensive investigation,

it is found that they are not adequate to support the new super-structure, then the cost of those alternates will go higher.

Walter J. Hart
Structural Design Engineer

WJH:dh

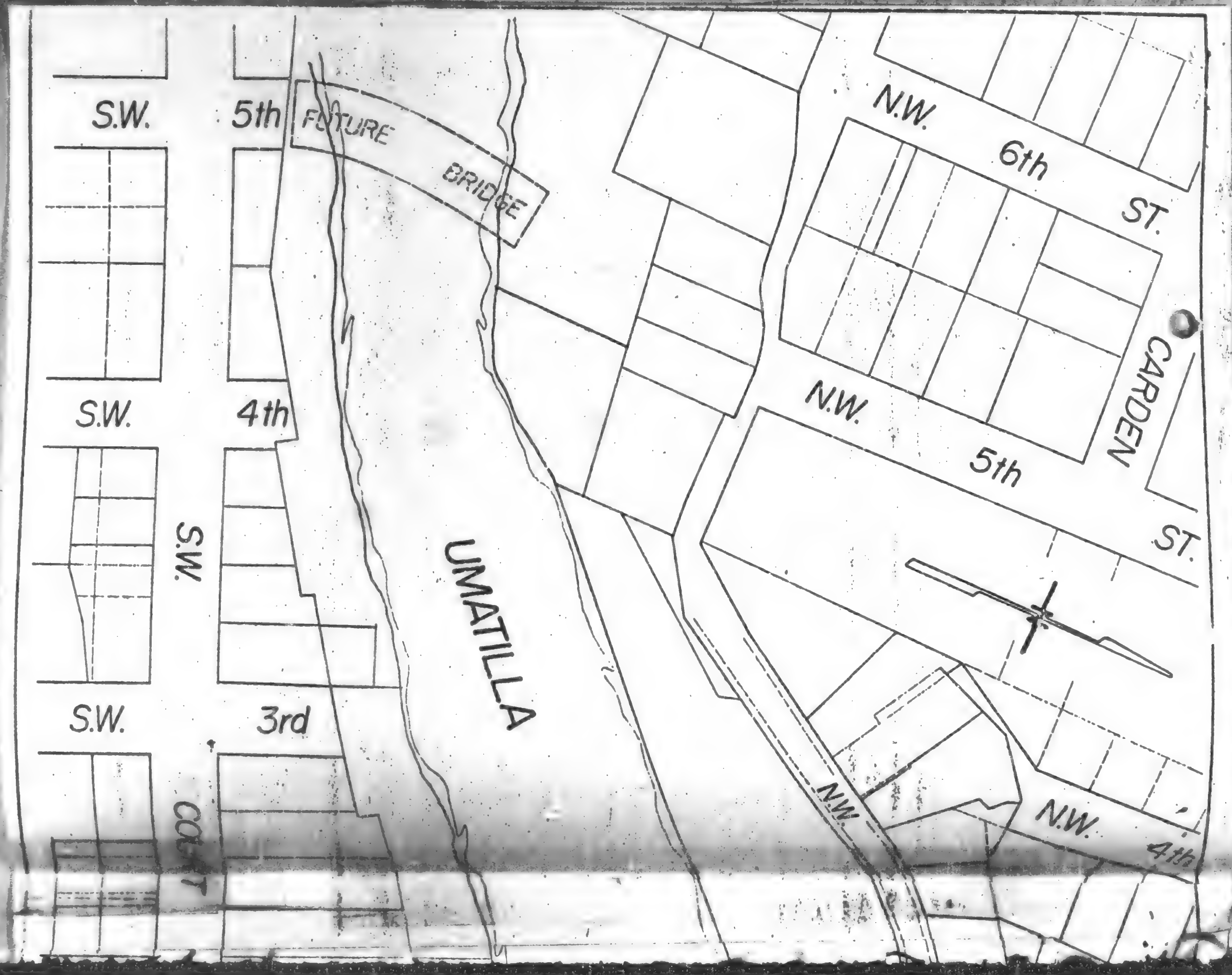
cc E. S. Hunter
John Wood
D. H. Moehring
W. E. Schwartz



CITY OF PENDLETON
ENGINEERING DEPT.

MAIN ST. BRIDGE
PROPOSED TRAFFIC PATTERN

DATE: 1/16/79	SCALE: 1" = 50'	SHEET 2 OF 2
DN B.W.P.	CKD.	DWG. NO.


S.W.
5th
FUTURE
BRIDGE
N.W.
6th
ST.
CARDEN
S.W.
4th
N.W.
5th
ST.
S.W.
UMATILLA
S.W.
3rd
COURT
N.W.
N.W.
4th

4th

DESPAIN

AVE

BAILEY

AVE.

20'

EXISTING BRIDGE

RIVER

ST.

30'

BYERS

AVE.

ST.

1st

MAIN

COURT

AVE.

S.W. 2nd

S.W.

CITY OF PENDLETON
ENGINEERING DEPT.

EXISTING CONDITIONS

DATE: JAN., 1979	SCALE: 1" = 100'	SHEET 1 OF 1
DN. RB	CKD.	SPEED:

DESPAIN AVE.

BAILEY AVE.

20'

EXISTING BRIDGE

30'

ST.

RIVER

BYERS AVE.

MAIN ST.

1st ST.

S.W. 2nd AVE.

S.W.

CITY OF PENDLETON
ENGINEERING DEPT.

EXISTING CONDITIONS

DATE: JAN., 1979	SCALE: 1" = 100'	SHEET 1 OF 1
DN. RB	CKD.	SPEED:

1024

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
DEC 22 78
REFER TO
FOR

December 21, 1978

NOTED
E. S. HUNTER

Mr. David G. Lorenzen, P.E.
City Engineer
Pendleton, OR 97801

Umatilla River (Main St.) Bridge
Pendleton
Umatilla County
Bridge 10542

The Umatilla River (Main St.) Bridge was inspected on December 19, 1978 by Mr. Test and Mr. Wood, engineers from the Department of Transportation staff. Their findings confirm the recommendations forwarded through Mr. Van Cleave on Thursday, December 1978, that the bridge should be either closed to traffic or posted for significantly restricted loads.

The decision to close or post the bridge is one that the City must make. If the decision is to post the structure, we would recommend a maximum load limit of three tons. We strongly recommend that control be exercised to prohibit vehicles such as buses and garbage trucks from using the structure.

We are preparing alternate estimates for repair or possible replacement of the structure. These estimates will be sent to you sometime next week.

The deterioration of the structure appears to be limited to the concrete-steel interface. The repair should be straightforward with a minimum of problems. A replacement structure would attempt to use the existing piers with minimal modification.

The Main Street Bridge is currently on the eligibility list for replacement or repair under the Special Bridge Replacement Program. This program provides federal funding for 80 percent of the project costs. The remaining 20 percent would be the responsibility of local government. The bridge is far down on the current list and would normally not be considered for funding for a number of years. The nature of the present problem is such that every effort will be made to advance its priority so that it may be funded during the current fiscal year.

A bridge must meet certain standards before it can be considered for repair in lieu of replacement under this program. We have that question under

study and discussion with the Federal Highway Administration at this time.

I would caution the City in their deliberations on this bridge that there are a number of indeterminate factors which influence the bridge's structural stability. A conservative approach is in order since the potential mode of failure can be sudden and complete.

Best wishes for the holiday season.

Walter J. Hart
Structural Design Engineer

cc Glen L. Green, FHWA
E. S. Hunter
D. H. Moehring
W. E. Schwartz
H. N. Van Cleave
John Wood

1979 N. Main Ave.-Bull Run Rd. 9025
Sec., FAU 9822 (SE Burnside Rd.)
Gresham. (Gr., pav., sig.)

CqA 6404, 3-22-78
C1A 6404, 6-2-78, 10-6-82
CaA 5942, 5-12-77

9025

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: January 28, 1986

COUNTY: Multnomah — AGREEMENT NO: 5942, 6045 & 6404 — PROJECT NO: M-9822(2)(4) IX-9822(5)

CONTRACT NO: 9025 — SECTION: Main Ave.-Powell Blvd., E. Burnside Rd.

PRELIMINARY ENGINEERING (M-9822(2) 326-1931):

Project Manager (Non-Part. $49.21)	$ 2,943.37
P.E. Work by County	62,270.74
Final Design	2,619.79
Right of Way Descriptions	247.68
Region Geology	3,688.71
Traffic Section	12,677.50
Right of Way Liaison	2,293.27
Region Utility Liaison	20.20
Audit Expense	42.06
Program Section	155.87
Specifications	2,176.71
Administrative Services	237.31
Environmental Section	1,671.01
Bridge Section	84.71
TOTAL P.E. COST	$ 91,428.93
Less Federal (FAU) Funds	(78,403.80)
Less Non-Participating Costs	(49.21)
AMOUNT TO BE SHARED	$ 12,975.92

State Share: 50% of $12,975.92 = $6,487.96

County Share: (50% of $12,975.92) + $49.21 = $6,537.17

RIGHT OF WAY (M-9822(4) 326-2559):

Cost of Land	$ 8,200.00
Value of Buildings & Equipment	800.00
Appraisals	345.88
Title Costs & Recording Fees	272.67
Taxes	51.98
Negotiation Expense	154.40
Program Section	28.99
Right of Way Office Expense	579.92
TOTAL RIGHT OF WAY COST	$ 10,433.84
Less Federal (FAU) Funds	(9,200.56)
AMOUNT TO BE SHARED	$ 1,233.28

State Share: 50% of $1,233.28 = $616.64

County Share: 50% of $1,233.28 = $616.64

CONSTRUCTION (IX-9822(5) 326-1020):

Payment to Contractor (Non-Part. $22,057.00)	$1,667,849.81
Credit for Liquidated Damages	(16,300.00)
Deduction of Retainage Administration Cost (Non-Part.)	(90.70)
SFO #1 Permanent Signing	4,537.64
SFO #2 Permanent Striping	7,939.42
Construction Engineering	23,027.25
Work by County	117,135.45
Audit Expense	756.16
Program Section	185.91
Accounting Section	90.70
Salem Lab	349.50
Portland Lab	80.04
Technical Services	738.15
Construction Section	4,404.59
Region Office	66.48
EEO Monitoring	69.95
TOTAL CONSTRUCTION COST	$1,810,840.35
Less Federal (FAI-X) Funds	(1,520,465.85)
AMOUNT TO BE SHARED	$ 290,374.50
Less State Share: $9/15 \times \left(\frac{1,477,209}{85\%} \times 15\% \right) =$	$ (156,410.36)
COUNTY SHARE	$ 133,964.14

SUMMARY

County Share P.E. Costs	$ 6,537.17
County Share Right of Way Costs	616.64
County Share Construction Costs	133,964.14
TOTAL COUNTY SHARE	$ 141,117.95
Less Const. Advance Deposit (9-15-79)	(137,130.00)
Less Credit for Const. by County	(8,785.16)
REFUND DUE COUNTY	$ 4,797.21

NOTE: A & Z Development Company share of construction costs ($47,172.00) billed separately.

GEZ:me

9025

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

8-22-85

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg. - Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 8-1-79

TO 4-16-84

FEDERAL AID PROJECT NO.

IX-9822(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$1,858,012.35	$1,786,783.35	85%	$1,520,465.85	$1,520,465.85	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE

8/22/85

SIGNATURE OF AUTHORIZED OFFICIAL

Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(REV. 5-75)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Main Ave.-Bull Run Rd. Section **County Road in Multnomah County**					
	Construction					
	Type Code 6104					
	Roadway (Sta. 357+82 to Sta. 434+30)					
	Final Contract Payment Summary		Lump Sum		1,127,740.81	
SFO	#1 Permanent Signing (Multnomah Co)		All Required		4,537.64	
SFO	#2 Permanent Striping (Multnomah Co)		All Required		7,939.42	
	Total Participating Type Code 6104				$1,140,217.87	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		518,052.00	
	Total Participating Construction Cost				$1,658,269.87	
	Construction Engineering					
	Work by Multnomah County		All Required		117,135.45	
	State		All Required		28,851.92	
	Liquidated Damages		Lump Sum		(16,300.00)	
	Total Participating Construction Engineering				129,687.37	
	Misc. Project Cost					
	Audit Expense		All Required		756.16	
	Misc. Project Cost		All Required		69.95	
	Total Participating Misc. Project Cost				826.11	
	Total Participating Project Cost				$1,788,783.35	
	Nonparticipating Project Cost					
	Construction Engineering		All Required		782.00	
	Final Contract Payment Summary		Lump Sum		68,447.00	
					69,229.00	
	Total Project Cost				1,858,012.35	

*Multnomah County share of project cost $8,785.16 shown on JCS as a Function "294" function.

Prepared based on Participating Project Costs as shown on the Federal Billing as of 8-9-85

AMOUNT CARRIED FORWARD .....

											7,263.04CR	80	83
326	1014	296	00	N	9						7,263.04	80	83
326	1014	298	00	N	9						6.64	80	80
326	1014	900	00	P	1						494.98	82	83
326	1014	915	00	P	1						8,239.41		
		TOT	P1								8,239.41	XX	
		XX JOB TOTALS XX					XX		XX				

N MAIN AVE-BULL RUN ROAD CONT NO 9025 X FA PROJ NOS XI 9822005 100 — STATE

326	1020	201	00	P	1	Pay Contractor	700.00CR	1,645,792.81	77,057	80	85
326	1020	201	00	N	1		16,000.00CR	68,447.00	Plan 310	80 A&Z	85
326	1020	203	00	P	1	Credit for Liquidated Dam	16,700.00	16,300.00CR		80	85
326	1020	208	00	N	1	Deduct of retainage Aluminum cost		90.70CR		83	83
326	1020	270	02	P	1	SFO #1	4,537.64	4,537.64		84	85
326	1020	270	03	P	1	SFO #2	7,939.42	7,939.42		84	85
326	1020	294	00	N	1	Credit for Const. Engr. by Co.		8,785.16CR		80	83
326	1020	296	00	N	9	Tr. St.	24,542.42CR	1,568,302.55CR		80	85
326	1020	298	00	N	9	" Fed	24,542.42	1,521,130.55		80	85
326	1020	299	00	N	9	" others		47,172.00	A&Z	80	81
326	1020	900	00	P	1	Const. Engr.	22,250.28	112,115.45		79	83
326	1020	900	00	P	1	Payment to Co.				80	85
326	1020	915	00	P	1	Audit Expense	328.71	756.16		83	85
326	1020	920	00	P	1	Proj. Sec.		185.91		79	83
326	1020	928	00	N	1	Accounting Sec.		90.70		80	83
326	1020	940	00	P	1	Salem Lab		349.50		81	84
326	1020	941	00	P	1	Portland Lab		80.04		81	82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 355

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	326	1020	944	00	P	1	Technical Services		738.15	81	83
	326	1020	945	00	P	1	Const. Sec.		4,404.59	81	83
	326	1020	946	00	P	1	Region Office		66.48	81	82
	326	1020	948	00	P	1	Tst. Const. Engr.	17.66	276.97	81	85
	326	1020	985	00	P	1	EEO Monitoring		69.95	79	80
			TOT	P1				29,873.43	1,789,565.35	1,788,783.35	
			TOT	N1				16,000.00CR	59,661.84	68,447	
			XX JOB TOTALS XX				XX	12,873.43 XX	1,849,227.19 XX		
									1,858,012.35	1,857,230.35	

UPRR XING-N LEWIS & NE 105-PR CONT NO — FA PROJ NOS RRO 0005102 100 — STATE

326	1022	270	01	P	1			68,891.15	79	84
326	1022	270	02	P	1			3,097.83	79	84
326	1022	296	00	N	9			66,225.05CR	79	84
326	1022	298	00	N	9			66,225.05	79	84
326	1022	900	00	P	1			694.73	79	84
326	1022	900	03	P	1			301.4	79	84
326	1022	915	00	P	1			216.15	79	84
326	1022	941	00	P	1		.19	.19	85	85
326	1022	944	00	P	1			145.17	79	84

| | | |

9025

326-1020

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-28-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 8-1-79

TO 4-16-84

FEDERAL AID PROJECT NO.

IX - 9822(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,858,012.35	$1,789,565.35	85%	$1,521,130.55	$1,521,130.55	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE

3/28/85

SIGNATURE OF AUTHORIZED OFFICIAL

Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM FR-20

PREVIOUS EDITIONS ARE OBSOLETE

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 8-1-79

TO 4-1684

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IV-9822(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823 1,858,012.35	1,789,565.35	85%	1,521,130.55	1,521,130.55	0

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 9-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N. Main Ave - Bull Run Rd. Section County Road in Multnomah County					
	Construction-					
	Type Code 6104					
	Roadway (Sta. 357+80 to Sta. 434+30)					
	Final Contract Payment Summary	Lump Sum			1,127,740.81	—
SFO#1	PERMANENT Signing (Multnomah County)	All Required			4,537.64	
SFO#2	PERMANENT Striping (Multnomah County)	All Required			7,939.42	
	TOTAL PARTICIPATING Type Code 6104				$ 1,140,217.87	
	Type Code 4031					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			518,052.00	—
	TOTAL PARTICIPATING CONSTRUCTION COST				$ 1,658,269.87	
	CONSTRUCTION ENGINEERING					
	WORK by Multnomah County	All Required			$ 117,135.45	
	STATE	All Required			29,633.92	
	Liquidated DAMAGES	Lump Sum			(16,300.00)	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				130,469.37	

AMOUNT CARRIED FORWARD .....

FORM PR-20C (REV. 6-66)
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT
(PPM 30-6)

FEDERAL AID PROJECT

STATE

COUNTY

NUMBER SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Misc Project Cost					
	Audit Expense	all Required			756.16	✓
	Misc Project Cost	all Required			69.95	✓
	Total Participating Misc Project Cost			$	826.11	
	Total Participating Project Cost			$	1,789,565.35	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum	Lump Sum		68,447.00	✓
	Total Project Cost				1,858,012.35	

* Multnomah County share of Project cost $8,785.16 shown on J.C.S as a Function "294" Function
Prepared based on the participating cost as shown on the Federal Billing as of 3-21-85

EXISTING STOCKS OF PR-20C (REV. 6-66) WILL BE USED.

	326	1014	915	00	P	1				494.98		82	83
			TOT	P1						8,239.41			
			** JOB TOTALS **					**	**	8,239.41	**		
N MAIN AVE-BULL RUN ROAD	CONT NO 9025 X FA PROJ NOS XI 9822005 100											STATE	
	326	1020	201	00	P	1	Pay Contr.	700.00CR		1,645,792.81		80	85
	326	1020	201	00	N	1	"	16,000.00CR		68,447.00		80	85
	326	1020	203	00	P	1	Credit for Liq. Dam.	16,200.00		16,200.00CR		80	85
	326	1020	208	00	N	1	Ded. for Adm. of Retainage			90.70CR		83	83
	326	1020	270	02	P	1	SFO #1	4,537.64		4,537.64		84	85
	326	1020	270	03	P	1	" 2	7,939.42		7,939.42		84	85
	326	1020	294	00	N	1	Loc. Match			8,785.16CR		80	83
	326	1020	296	00	N	9	Tr. St. 13,600.00CR	24,542.42CR		1,568,302.55CR		80	85
	326	1020	298	00	N	9	" Fed 13,600.00	24,542.42		1,521,130.55		80	85

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1020	299	00	N	9 Tr. RR		47,172.00	80	84
	326	1020	900	00	P	1 Const. Engr.		23,032.28	79	83
	326	1020	903	00	P	1 Pay Loc. Contr.		117,135.45	80	83
	326	1020	915	00	P	1 Audit	378.71	756.16	83	85
	326	1020	920	00	P	1 Prog. Sec.		185.91	79	83
	326	1020	928	00	N	1 Admin on Ret.		90.70	80	83
	326	1020	940	00	P	1 Salem Lab		349.50	81	84
	326	1020	941	00	P	1 Port "		80.04	81	82
	326	1020	944	00	P	1 Tech. Serv.		738.15	81	83
	326	1020	945	00	P	1 Const. Sec.		4,408.59	81	83
	326	1020	946	00	P	1 Reg. Off Exp.		66.48	81	82
	326	1020	948	00	P	1 Gen. Const Engr	17.66	776.97	81	85
	326	1020	985	00	P	1 EEO Monitoring		69.96	79	80
			TOT	P1			28,873.43	1,789,565.35		
			TOT	N1			16,000.00CR	59,661.84		
			** JOB TOTALS **			**	12,873.43 **	1,849,227.19 **		
UPRR XING-N LEWIS & NE 105-PR CONT NO	FA PROJ NOS RRO 0005102 100								STATE	
	326	1022	270	01	P	1		68,891.15	79	84
	326	1022	270	02	P	1		3,097.83	79	84
	326	1022	296	00	N	9		66,225.05CR	79	84
	326	1022	298	00	N	9		66,225.05	79	84
	326	1022	900	00	P	1		694.73	79	84
	326	1022	900	03	P	1		301.42	79	84
	326	1022	915	00	P	1		216.15	79	84
	326	1022	944	00	P	1		145.17	79	84
	326	1022	945	00	P	1		181.30	79	84
	326	1022	948	00	P	1		55.64	79	84
			TOT	P1				73,583.39		
			** JOB TOTALS **			**	**	73,583.39 **		

	326	1014	915	00	P	1				494.98		82	83
			TOT	P1						8,239.41			
			** JOB TOTALS **					**	**	8,239.41	**		
N MAIN AVE-BULL RUN ROAD	CONT NO 9025 X FA PROJ NOS X1		9822005 100									STATE	
	326	1020	201	00	P	1	Pay Contr.	700.00CR		1,645,792.81		80	85
	326	1020	201	00	N	1	"	16,000.00CR		68,447.00		80	85
	326	1020	203	00	P	1	Credit for Liq. Dam.	16,700.00		16,300.00CR		80	85
	326	1020	208	00	N	1	Ded. for Adm. of Retainage			90.70CR		83	83
	326	1020	270	02	P	1	SFO #1	4,537.64		4,537.64		84	85
	326	1020	270	03	P	1	" 2	2,939.42		2,939.42		84	85
	326	1020	294	00	N	1	Loc. Match			8,785.16CR		80	83
	326	1020	296	00	N	9	Tr. St. 13,600.00CR	24,542.42CR		1,568,302.55CR		80	85
	326	1020	298	00	N	9	" Fed 13,600.00	24,542.42		1,521,130.55		80	85

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1020	299	00	N	9 Tr. RR		47,122.00	80	81
	326	1020	900	00	P	1 Const. Engr.		23,032.28	79	83
	326	1020	903	00	P	1 Pay Loc. Govt.		117,135.45	80	83
	326	1020	915	00	P	1 Audit	378.71	756.16	83	85
	326	1020	920	00	P	1 Proj. Sec.		185.91	79	83
	326	1020	928	00	N	1 Admin on Ret.		90.70	80	83
	326	1020	940	00	P	1 Salem Lab		349.50	81	84
	326	1020	941	00	P	1 Port "		80.04	81	82
	326	1020	944	00	P	1 Tech. Serv.		738.15	81	83
	326	1020	945	00	P	1 Const. Sec.		4,404.59	81	83
	326	1020	946	00	P	1 Reg. Off Exp.		66.48	81	82
	326	1020	948	00	P	1 Gen. Const Engr	17.44	776.97	81	85
	326	1020	985	00	P	1 EEO Monitoring		69.96	79	80
			TOT	P1			28,873.43	1,789,565.35		
			TOT	N1			16,000.00CR	59,661.84		
			** JOB TOTALS **			**	12,873.43 **	1,849,227.19 **		

UPRR XING-N LEWIS & NE 105-PR CONT NO	FA PROJ NOS RSO 000S102 100								STATE	
	326	1022	270	01	P	1		68,391.15	79	84
	326	1022	270	02	P	1		3,097.83	79	84
	326	1022	296	00	N	9		66,225.05CR	79	84
	326	1022	298	00	N	9		66,225.05	79	84
	326	1022	900	00	P	1		694.73	79	84
	326	1022	900	03	P	1		301.42	79	84
	326	1022	915	00	P	1		216.15	79	84
	326	1022	944	00	P	1		145.17	79	84
	326	1022	945	00	P	1		181.30	79	84
	326	1022	948	00	P	1		55.64	79	84
			TOT	P1				73,583.39		
			** JOB TOTALS **			**	**	73,583.39 **		

801
BILLING NUMBER 42

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

05/02/86

PAGE

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT THIS VOU
325-1072	1#	BROS-2503-001	81,238.22	101,577.12	101,547.77	80.00	81,238.22	81,238.22		
326-1003	1# M	APPR-117 -000C-004	594,146.43	692,878.21	692,478.36	85.80	594,146.43	594,146.43		
326-1005	1# RRO	APPR-H36 -000S-003	34,151.28	37,945.78	37,945.87	90.00	34,151.28	34,151.28		
326-1010	1# XI	APPR-685 -000C-006	41,151.33	47,970.62	47,961.92	85.80	41,151.33	41,151.33		
326-1011	1# SOS	APPR-823 -2601-007	28,736.30	36,275.02	33,503.91	85.77	28,736.30	28,736.30		
326-1014	1# M	APPR-680 -9228-003	7,263.04	8,239.41	8,239.41	88.15	7,263.04	7,263.04		
326-1020	1# XI	APPR-H36 -9822-005	1521,130.55	1849,227.19	1789,565.35	85.00	1521,130.55	1521,130.56		
326-1022	1 RRO	APPR-823 -000S-102	66,225.05	73,583.39	73,583.39	90.00	66,225.05	66,225.05		
326-1023	1 XI	APPR-685 -9926-004	175,100.00	205,469.19	205,469.19	85.00	174,648.81	174,648.81		
326-1024	1# M	APPR-823 -000C-015	29,827.00	33,746.93	33,836.61	88.15	29,827.00	29,827.00		
	2# XI	APPR-H36 -000C-015	51,977.00	61,227.50	61,149.41	85.00	51,977.00	51,977.00		
	3# XI	APPR-823 -000C-015	3,357.43	3,949.92	3,949.92	85.00	3,357.43	3,357.43		
326-1024	PREFIX TOTALS	APPR-823	85,161.43	98,924.35	98,935.97		85,161.43	85,161.43		
326-1025	1# XI	-9704-004	693,651.22	812,390.39	816,060.26	85.00	693,651.22	693,651.22		
	2# X10	APPR-823 -9704-004	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
	8# XI	APPR-772 -9704-004	92,246.67	108,696.75	108,525.49	85.00	92,246.67	92,246.67		
326-1025	PREFIX TOTALS	APPR-823	903,435.89	1059,367.14	1062,865.75		903,435.89	903,435.89		
326-1026	1# XI	-000C-014	645,022.47	758,849.96	758,849.96	85.00	645,022.47	645,022.47		
326-1027	1# XI	APPR-823 -000C-016	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1# XI	APPR-823 -9823-001	118,963.48	141,678.86	139,957.04	86.00	118,963.48	118,963.48		
	2# XI	APPR-823 -9699-002	114,239.69	135,330.14	134,399.63	85.00	114,239.69	114,239.69		
326-1028	PREFIX TOTALS	APPR-823	233,203.17	277,009.00	274,356.67		233,203.17	233,203.17		
326-1029	1# XI	-9326-004	44,724.33	53,883.24	52,616.86	85.00	44,724.33	44,724.33		
326-1032	1 XI	APPR-823 -9793-003	4448,950.00	4824,314.91	4814,993.95	85.00	4092,744.86	4092,744.86		
326-1034	1# XI	APPR-823 -9956-007	214,316.77	252,146.36	252,137.38	85.00	214,316.77	214,316.77		
326-1035	1# XI	APPR-823 -9956-007	7,381.62	8,684.26	8,684.26	85.00	7,381.62	7,381.62		
		APPR-823								

9025

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 3, 1984
IN REPLY REFER TO
HFO.1-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-9822(5)
North Main Avenue - Bull Run Road
NE Burnside Road
Contract No. 9025

I concur in the time extension of 80 calendar work days as discussed in Mr. Jackmond's April 25, 1984 memorandum.

Sincerely yours,

for D. K. Boman
Dale E. Wilken
Division Administrator

cc:
OSHD (B Jackmond)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 5 '84
REFER TO Schwartz
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9025

STATE COPY

cc: OSHD (Mr Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	3	Multnomah	Oregon
DATE OF REPORT		REPORT MADE BY	PROJECT NO.
3/29/84		T. P. Lowe, Area Engineer	IX-9822(5)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6/1/81	3/16/83	112 %	270 days
APPROVED EXTENSIONS	LOCATION		
83½ days	See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE BURNSIDE ROAD

Gresham, Multnomah County

Grading, Paving, and Traffic Signals

NOTED
W. E. SCHWARTZ
4/19

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The project provided four (4) traffic lanes on Burnside Road from N. Main Avenue to Bullrun Road.

The contractor used 435 days. The contract allowed 270 days. Time extensions were granted totaling 83½ days, liquidated damages were charged for 81½ days @ $200 per day.

The final cost is $1,847,795. The original authorization was $1,910,000.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed by T. P. LOWE T. P. Lowe	SIGNATURE	Original Signed by G. K. HOSSNER Field Operations Engineer G.K. Hossner
TITLE	DATE	TITLE	DATE
Area Engineer	3/30/84	Field Operations Engineer	4/16/84

9025

November 28, 1983

CON

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Main St.-Bull Run Section
SE Burnside Road
Contract No. 9025

This is to acknowledge receipt of your transmittal of November 4 enclosing correspondence from your subcontractor, Hamilton Electric, Inc.

I have reviewed your transmittal and find that it includes no data that were not fully considered by Mr. Fredrickson and myself in reaching the decision on contract time stated in my September 13 letter to you. Therefore, that decision remains unchanged.

H. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
Mike Smith
R. H. Lulay (Multnomah Co.)

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

November 8, 1983

CM MRE OE PPM CE
TOS RECEIVED ME
US NOV - 8 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Michael B. Smith, Liaison Engineer
Oregon Dept. of Trans., Hwy. Div.
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: Appeal for Liquidated Damages
Main St. to Bull Run Rd. Section - SE Burnside Rd.
Contract No. 9025, Prefix 326-1020, Fed. Aid No. 1X-9822(5)

Dear Mike:

Enclosed are copies of letters which I received November 7th from Cascade Construction Company regarding the liquidated damages on this project.

Very truly yours,

Larry F. Nicholas, P.E.
County Engineer

Richard H. Lulay
Project Engineer

Enclosure

cc: George R. Morton

LFN:RHL:cd

OM CA LS TC PE CE
SCS BID
NOV 22 1983
CONSTRUCTION SECTION

11/21/83
Bryant Jackmond -
Attached find correspondence from Hamilton Electric DBA Cascade Construction concerning above appeal for liquidated damages.

AN EQUAL OPPORTUNITY EMPLOYER

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

To: Multnomah County
Dick Lulay
2115 S. E. Morrison
Portland, OR 97214

Date: November 4, 1983

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
1	7-20-83	Letter from Hamilton Electric regarding OSHD 9025 Main Street - Bull Run
1	11-1-83	Letter from Hamilton Electric regarding OSHD 9025 regarding Liquidated Damages

MEMORANDUM

Encl: X

cc: 9-57

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton
George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

HAMILTON ELECTRIC

ELECTRICAL CONTRACTING

November 1, 1983

Cascade Construction
Attn: George Morton
P. O. Box 4267
Portland, Oregon 97208

RE: Main Street - Bull Run
Road, O.S.H.D. #9025

Dear George:

We have received the copy of the October 10, 1983 letter from W. E. Schwartz of the OSHD to you regarding our appeal of liquidated damages on this project.

In the letter Mr. Schwartz asked for "new evidence" that was presented at the meeting. As you recall from the meeting the evidence was presented verbally to Mr. Fredrickson who indicated that he would make the decision in the absense of Mr. Schwartz. The evidence should be in the files from the notes that were made by Mr. Fredrickson. The evidence was covered in our July 20, 1983 letter to you (copy enclosed) and revolved around the fact that the additional time requested was recommended by the Multnomah County Project Engineer and that the original decision by Mr. Jackmond did not allow for administration time for estimate preparation, ordering materials, scheduling, picking up materials, mobilization and remobilization that is customarily allowed by government enities where they initiate requirements for extra work..

Will you please forward a copy of this letter on to Mr. Schwatz.

Very truly yours,

Emerson Hamilton

EH:grg

Enclosure

___County Engr
___Engr Spec
___Asst. County Engr
___Traffic
___Neigh Imp.
___
___Const. Eng.
___Comput
Tuting 1
___Eng. Plan
___
___Off. Eng
___Draft
___Surv
___Supv Clk. 2
___File 3
___Planning
___
___Des.. Admin.
___
___Opr. & Maint.
___Accounting

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

HAMILTON ELECTRIC Inc.

ELECTRICAL CONTRACTING

July 20, 1983

Cascade Construction
P. O. Box 4267
Portland, Oregon 97208

Attn: George Morton

RE: Main Street - Bull Run Road, O.S.H.D. #9025

Neigh Imp.
Const. Eng
Comput
Inspect
Eng Plan
Off. Eng.
Draft
Surv.
Supv Clk. 2
File 3
Planning
Des.. Admin.
Opr. & Maint.
Accounting

We greatly appreciate your cooperation in obtaining the various items of information that we have requested on this complicated appeal for relief from the liquidated damages that have been assessed. We are sorry that it has placed such a paperwork burden on you, but the amount that we are attempting to recover is significant.

The most recent information that we have received was the letter from the Department of Transportation to you dated June 2, 1983, which included a series of attached records that we had requested.

A review of these records and our various appeals leads us to believe that a final settlement beyond that proposed by the Multnomah County Project Engineer may have to be litigated. We have not yet made a determination if we wish to proceed in that manner. We do feel that there is a strong case to appeal for the 8½ days difference between the amount of time recommended by the Multnomah County Project Engineer and the amount of time finally allowed by the Contract Administration Engineer.

Our reasons for believing the Contract Administration Engineers'

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

decision is in error are as follows:

1. Seven additional days were recommended by the Multnomah County Project Engineer than the Contract Administration Engineer actually allowed for Price Agreement #5. We concur with this. Memos indicate that Price Agreement #5 was approved on 9-26-80. However, this was the date that Cascade notified Hamilton Electric that it was approved. Since the Price Agreement was addressed to Cascade as General Contractor, we feel that the time allowed should commence to run from the time that the Price Agreement was actually accepted by the State.

2. The time allowed for Price Agreement #5 and &7 should also include time for mobilization to complete this work as well as the administrative time for estimate preparation, ordering materials, scheduling, labor, and picking up materials.

3. On Price Agreement #7 we request the extra 1½ days allowed by the Multnomah County Project Engineer. This time is time that was required for administrative work such as scheduling, ordering, picking up materials, as well as time for mobilization to do the work.

4. We feel that since the Multnomah County Project Engineer was actually on the job, he had a good knowledge of the amount of time that was actually required for the extra work completed for the benefit of the State by Price Agreements.

5. We feel that the May 14, 1982 notation by the Contract Administration Engineer on the May 12, 1982 Highway Department analysis that, "the County's Project Engineer is mostly correct but did not give us the benefit of his thought process, and it appears that he was slightly generous" indicates an arbitrary reduction of the time allowed. We feel that the comment the Project Engineer was "slightly generous" tends to discredit him and is a non-issue in the process of fairly analyzing the appropriate time allowance.

Will you please submit this appeal on our behalf.

Very truly yours,

Emerson Hamilton

EH:grg

9025

October 10, 1983

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON

Main St.-Bull Run Road
Contract No. 9025

We have received a September 29 letter directly from Hamilton Electric, Inc., your electrical subcontractor on the above project. The letter contains a request for a copy of the State policy on part-day contract time allowances. A carbon copy of the letter was indicated to have been sent to you. I will presume that you would normally forward such a request to the Highway Division and will therefore direct a response to you so that you can respond to Hamilton Electric as you deem appropriate.

The Highway Division Policy on part-day contract time allowance is contained in subsection 108.08 (b-1) of the Standard Specifications for Highway Construction - Oregon, 1974. This subsection clearly indicates that exclusions from the contract time will be to the nearest half day. Contract time adjustments, granted under the provisions of subsection 108.09, are actually additional exclusions from contract time and are therefore considered to the nearest half day. This is not a new policy of the Division. These provisions have been included in the Standard Specifications since 1974. Copies of subsection 108.08 (b-1) and 108.09 of the Standard Specifications are enclosed.

Your subcontractor indicated that "new evidence" relative to contract time adjustment on this contract was presented at our meeting of September 6 with you. These data are not available in our files and I would appreciate it if you would send me copies so that our file may be as complete as possible.

W. E. Schwarts, P.E.
Assistant State Highway Engineer
for Operations

Att.

OBJ:mk st

bc H. S. Coulter
C. T. Keaney
C. O. Fredrickson w/att.
Al Harwood w/att.
Mike Smith w/att.

Richard Lulay w/att.

9025

5

ELECTRICAL CONTRACTING

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO
Jackmond
FOR
Info | Invest | R/D ✓ | D/E | Sign | Act | File

September 29, 1983

W. E. Schwartz, Assistant
State Hwy Engineer for Operations
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Pat:

As you are aware, your letter of September 13, 1983 to George R. Morton of Cascade Construction denied our request for 8½ additional days time extension on the Main Street - Bull Run Section of S.E. Burnside Road, OSHD Contract #9025. We were somewhat surprised when we received the letter, since Mr. Fredrickson indicated that he would review the testimony that was presented with Mr, Jackmond. We also asked that he review it with us prior to making the final decision. We were never contacted after the appeal hearing. Jackmond had made the comment that no new evidence was presented, but we rebutted that at the hearing.

Every time we have a hearing like this, we seem to be surprised with some new policy of the Department regarding time extension requests. This time it was the policy on half day allowances for work actually done on Price Agreements with no attention paid to time off the job for administrative, purchasing and coordination.

Will you please provide us a copy of the State policy on part day allowances.

Very truly yours,

Emerson Hamilton

cc: George Morton, Cascade
John Gervais

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

108.08

essential and in the public interest that the work be pressed vigorously to completion.

The period of time allowed for the performance of work under the contract or prescribed for completion of the contract will be set forth in the proposal and contract and will be known as the "contract time", as defined in subsection 101.02. The provisions of this subsection 108.08 apply separately to each contract time so set forth when more than one is given.

The contract time will be expressed in one or another of the following ways:

"Workdays"—Every day except Saturdays, Sundays and legal holidays within the period March 1st to November 30th inclusive, of every year; subject to exclusions hereinafter given.

"Calendar Workdays"—Every day within the period March 1st to November 30th, inclusive, of every year; subject to exclusions hereinafter given.

"Calendar Days"—Every day of every year; subject to exclusions as hereinafter given.

"Fixed Date"—The calendar date and year on which the work shall be completed and found acceptable under final inspection by the engineer; subject to exclusions hereinafter given.

The contract time will be subject to adjustment during the progress of the work, as set forth in subsection 108.09. Contract time which is thus adjusted will become the "adjusted contract time".

The contractor shall complete the work called for under the contract within the contract time or adjusted contract time, as applicable.

(b) Exclusions from elapse of contract time:

(b-1) With reference to the contract time originally given in the proposal and contract, irrespective of the way in which it is expressed, certain days will not be charged against the elapse of contract time and will be excluded in the count thereof. These exclusions will comprise the days, to the nearest half day, when the contractor is prevented from performing work under the contract for one or another of the following causes or reasons:

(1) Acts of God as such are defined in subsection 101.02.

(2) Epidemics, quarantine restrictions, strikes, labor disputes, freight embargoes and acts of the public enemy.

(3) Periods when the work is temporarily suspended upon written order of the engineer

(b-2) With reference to "Workdays" as described under (a) above, an additional exculsion will apply to those workdays, to the nearest half day, when the contractor is prevented by inclement weather or by conditions arising from inclement weather from performing work under the contract with daily productiveness equal to at least 60 percent of the daily productiveness normally possible at the same stage of construction under favorable conditions. Productiveness will be determined on the basis of the contractor's earnings under the contract or the values of work, as determined by the engineer.

(c) Recording of contract time—When the contract time is expressed on the basis of workdays or calendar days, the recording of the lapse of such days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

When the contract time is expressed on the basis of calendar workdays, the recording of the elapse of such days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution, except that when the contract and performance bonds are mailed to the contractor between November 20 and February 20, the recording of the elapse of such days will begin on the following March 1.

The recording of elapse of contract time during the progress of the work will be on the basis of adjustments thereof, if any, made pursuant to the provisions of subsection 108.09.

The engineer will furnish the contractor each week during the work season a statement showing the number of workdays, calendar days or calendar workdays, as applicable, charged to the contract time or to the adjusted contract time, as pertinent, for the preceding week and the number of such days remaining unused. Said statement shall be deemed delivered when served on the contractor as stated in subsection 105.09. If the contractor is in disagreement with the time charged, and the difference cannot be reconciled immediately by discussion with the engineer, the contractor, within 10 days after delivery of the statement, shall file written protest with the engineer, setting forth in detail the facts upon which the protest is based. Failure to submit such protest within 10 days shall constitute approval by the contractor of the number of days charged against the contract time or the adjusted contract time for the week covered in the statement.

108.09 Adjustment of Contract Time - Any contract time originally given in the proposal or contract will be subject to adjustment during the progress of the work at the written request of the contractor, either by increase or decrease, for those bona fide causes beyond the control of the contractor and which the engineer determines as actually affecting the time necessary for completion of work under the contract. The contractor's request for adjustment of contract time shall be in writing upon a form provided by the Division with the consent of the surety endorsed thereon.

Any adjustment of contract time shall be that which the engineer determines to be justified and his decision in the matter shall be final subject to approval by the Transportation Commission. The contractor will be advised of the engineer's decisions and of any adjusted contract time resulting therefrom.

In considering adjustments of contract time, the engineer will rule out shortage or inadequacy of labor and equipment, negligence or fault of the contractor, and other deficiencies or lacks which are within the

province of the contractor's control or responsibility. Causes which will be given consideration by the engineer as to their effect on the time actually necessary for completion of the work and, therefore, in justifying adjustment of contract time include, but are not limited to, the following:

(a) Errors or changes or omissions in the plans or quantities, or errors or changes in the specifications of the contract.

(b) Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties.

(c) Failure of the State to submit the contract and bond to the contractor for execution within the time stated in subsection 103.02.

(d) Performance of "Extra Work" under subsection 104.04.

The contractor's plea that insufficient time was specified in the proposal and contract is not a valid reason for adjustment of contract time. Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time.

It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay.

108.10 Failure to Complete on Time and Liquidated Damages - It is agreed by the parties to the contract that in case the work required under the contract is not completed within the applicable contract time or within the applicable final adjusted contract time, if any, damage will be sustained by the State of Oregon, and that it is and will be impracticable and difficult to ascertain and determine the actual damage which the State will sustain in the event of and by reason of such delays. It is therefore agreed that the contractor will pay to the State of Oregon, not as a penalty but as liquidated damages, the per diem amount set forth in the herein given Schedule of Liquidated Damages or modification thereof as given in the special provisions for each and every such day, as pertinent, elapsed in excess of the contract time or the final adjusted contract time applicable to the work required under the contract.

SCHEDULE OF LIQUIDATED DAMAGES

Original Amount of Contract		*Per Diem Amount of Liquidated Damages*	
For More Than	*To and Including*	*Calendar Day**	*Workday*
$ 0	$ 25,000	$ 30	$ 42
25,000	50,000	50	70
50,000	100,000	75	105
100,000	500,000	100	140
500,000	1,000,000	150	210
1,000,000	2,000,000	200	280
2,000,000	----------	300	420

*Calendar day amounts are applicable when the contract time is expressed on the calendar day, calendar workday or fixed date basis.

Permitting the contractor to continue and finish the work or any part thereof after the contract time or adjusted contract time, as pertinent, has expired shall in no way operate as a waiver on the part of the State of any of its rights under the contract.

Payment of liquidated damages shall not relea the contractor from obligations in respect to the fulfillment of the entire contract, nor shall the payment of such liquidated damages constitute a waiver of the State's right to collect any additional damages which it may sustain by failure of the contractor to carry out the terms of his contract, it being the intent of the parties that said liquidated damages be full and complete payment only for failure of the contractor to complete the work on time.

In the event of termination and cancellation of the contract under subsection 108.11, if the work is not finally completed by other means on or prior to the original or adjusted contract time, liquidated damages under this subsection shall accrue until such date as is reasonably necessary to complete the work after such termination and cancellation.

The above provisions of this subsection may be separately applied to one or another of the items or parts of the whole of the work, in which case the special provisions will set forth the several items or parts, the contract time allowed for each and the amount of liquidated damages applicable thereto.

108.11 Termination and Cancellation of Contract by Commission - If the contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditors, or if a receiver should be appointed on account of his insolvency, or if he should persistently or repeatedly refuse to or fail to supply enough properly skilled workmen or proper materials for the efficient prosecution of the project, or if he should fail to make prompt payment to subcontractors or for material or labor, or persistently disregard laws, ordinances or the instructions of the engineer, or otherwise be guilty of a substantial violation of any provision of the contract, then the Commission, upon the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor and his surety 7 days written notice, terminate the employment of the contractor and take possession of the premises and of all materials, tools and appliances thereon as well as all other materials whether on the premises or not, on which the contractor has received partial payment under subsection 109.10, and finish the work

9C-5

September 13, 1983

George R. Morton
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CON

Main St.-Bull Run Section
S.E. Burnside Road
Contract No. 9025

On Tuesday, September 6, you met with Mr. C. O. Fredrickson in my office to discuss the time extension request on the subject project. You were accompanied by Emerson Hamilton and by John Gervais. Mr. Fredrickson advises that, to the best of his knowledge, no new material was presented to substantiate granting of additional time, and that the primary point of disagreement was the 8 1/2 day difference between Multnomah County's analysis of the allowable time and the analysis of our Construction Section.

Subsequent to that meeting, Mr. Fredrickson asked the Construction Section to review their analysis to see if there were any areas where additional time could be allowed. Both their analysis and the County's analysis were reviewed, and no change was recommended. The primary difference between the two was determined to be the allowance of whole days by the County when both price agreement and original contract work was being done and allowance of part days for these same time periods by the Construction Section. The part day allowances are substantiated with inspection reports and diary entries, according to the people involved in the analysis.

Without some indication that there were additional delays that have not already been considered, I see no reason to extend the time extension beyond those days which have already been granted.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc John Gervais

COF:st

bc H. S. Coulter
O. B. Jackmond
C. O. Fredrickson

9-8-83

Pat -

On Tuesday afternoon I met with a group to discuss a time extension request of contract no. 9026. A list of people in attendance is attached. Cascade Constr. is the contractor, Hamilton Electric the subcontractor. The analysis from Multnomah County allowed 92 days of extension; Construction Section analysis allowed 83½ days for a difference of 8½ days. The contention of the contractor (mostly Emerson Hamilton) is that we should agree with the County's analysis and allow the 92 days or the additional 8½ days. (8½ days @ $200/day = $1700)

I did not hear anything to substantiate this request other than the feeling that since the County had done the field administration they should know more about it than our Construction Section. I did, however, have Jackmond run back through their analysis. He discussed this analysis with me this morning, and said he can find no errors in it. It seems silly to spend much more time on the analysis, but I'm sure Hamilton will not let it die.

I have drafted a response for your consideration which is attached.

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

OM MRE OE OPM CE
TCC RE AE
US SUI 2.0 MK PDM
CSA Metro Region TAM
SO PA EM BUD LM

July 26, 1983

Michael B. Smith, Liaison Engineer
Oregon Dept. of Trans., Hwy. Div.
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: Appeal for Liquidated Damages
Main St. to Bull Run Rd. Section - S.E. Burnside Rd.
Contract No. 9025, Prefix 326-1020, Fed. Aid No. 1X-9822(5)

Dear Mike:

Enclosed are copies of letters which I received July 25th from Cascade Construction Company regarding the liquidated damages on this project.

Very truly yours,

Larry F. Nicholas, P.E.
County Engineer

Richard H. Lulay
Project Engineer

2 CE K
1 CAE J
FOE
QCS
SCS
EO

RECEIVED
AUG 4 1983
CONSTRUCTION SECTION

OM
CA
LS
TC
PE
CP

Encl.

cc: George R. Morton

LFN:RHL:an

8/3/83
Bryant Stekmond
ATTACHED IS ADDITIONAL CORRESPONDENCE WITH REGARD to REQUEST FOR TIME EXTENTION.

8-5-83
Appeal meeting with schwartz scheduled for 9-6-83 at 1:30PM.
AMA

AN EQUAL OPPORTUNITY EMPLOYER

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

TRANSMITTAL NOTICE

Date: July 22, 1983

To: MULTNOMAH COUNTY
2115 S. E. Morrison
Portland, OR 97214

Attn: Richard Lulay

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
1	7-20-83	Letter regarding Main Street - Bull Run OSHD 9025 from Hamilton Electric (Liquidated Damages)

MEMORANDUM

Please pass this on to affected agencies.

Enc: X

cc: 9-57

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton

George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

July 20, 1983

Cascade Construction
P. O. Box 4267
Portland, Oregon 97208

Attn: George Morton

RE: Main Street - Bull Run Road, O.S.H.D. #9025

We greatly appreciate your cooperation in obtaining the various items of information that we have requested on this complicated appeal for relief from the liquidated damages that have been assessed. We are sorry that it has placed such a paperwork burden on you, but the amount that we are attempting to recover is significant.

The most recent information that we have received was the letter from the Department of Transportation to you dated June 2, 1983, which included a series of attached records that we had requested.

A review of these records and our various appeals leads us to believe that a final settlement beyond that proposed by the Multnomah County Project Engineer may have to be litigated. We have not yet made a determination if we wish to proceed in that manner. We do feel that there is a strong case to appeal for the 8½ days difference between the amount of time recommended by the Multnomah County Project Engineer and the amount of time finally allowed by the Contract Administration Engineer.

Our reasons for believing the Contract Administration Engineers'

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

decision is in error are as follows:

1. Seven additional days were recommended by the Multnomah County Project Engineer than the Contract Administration Engineer actually allowed for Price Agreement #5. We concur with this. Memos indicate that Price Agreement #5 was approved on 9-26-80. However, this was the date that Cascade notified Hamilton Electric that it was approved. Since the Price Agreement was addressed to Cascade as General Contractor, we feel that the time allowed should commence to run from the time that the Price Agreement was actually accepted by the State.

2. The time allowed for Price Agreement #5 and &7 should also include time for mobilization to complete this work as well as the administrative time for estimate preparation, ordering materials, scheduling, labor, and picking up materials.

3. On Price Agreement #7 we request the extra 1½ days allowed by the Multnomah County Project Engineer. This time is time that was required for administrative work such as scheduling, ordering, picking up materials, as well as time for mobilization to do the work.

4. We feel that since the Multnomah County Project Engineer was actually on the job, he had a good knowledge of the amount of time that was actually required for the extra work completed for the benefit of the State by Price Agreements.

5. We feel that the May 14, 1982 notation by the Contract Administration Engineer on the May 12, 1982 Highway Department analysis that, "the County's Project Engineer is mostly correct but did not give us the benefit of his thought process, and it appears that he was slightly generous" indicates an arbitrary reduction of the time allowed. We feel that the comment the Project Engineer was "slightly generous" tends to discredit him and is a non-issue in the process of fairly analyzing the appropriate time allowance.

Will you please submit this appeal on our behalf.

Very truly yours,

Emerson Hamilton

EH:grg

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

Re: Main Street to Bull Run Road Section of S.E. Burnside Road
Contract No. 9025, Prefix 326-1020, Federal Aid No. 1X-9822(5)

APPEAL FOR LIQUIDATED DAMAGES

Price Agreement No. 5 - Approved by O.D.O.T. on 9/26/80

Time Allowed by OSHD	Co.	
0	1	12/17/80 - Contractor removed cabinet base, and survey party staked new location for cabinet base and pole base.
	0	2/16/81 - Promised delivery date of pole and mast arm.
	0	3/02/81 - Received pole and mast arm.
½	1	3/12/81 - Made up steel gauge for pole base. Two for orig. cont. & one for P.A.-5
	1	3/17/81 - Excavated for pole base, set steel gauge and forms.
1½	1	3/18/81 - Completed forming pole and cabinet base. → one orig. & one P.A.-5
½	1	3/19/81 - Poured pole and cabinet base and removed forms. Three orig. & one P.A.-5
½	1	4/03/81 - Installed cabinet. Pulled wires from poles to controllers; orig. contract.
½	1	4/06/81 - Wired pole. Two orig. cont. & one P.A.-5
½	1	4/07/81 - Installed pole with mast arm. Two orig. & one P.A.-5
1	1	4/08/81 Pulled wire from poles to controller. P.A.-5
1	1	4/13/81 - Pulled interconnect cable. P.A.-5. Also pulled "sampling loops" (?)
1	1	4/14/81 - Two hrs. on interconnect. P.A.-5. Installed heads. orig. cont.
½	1	4/15/81 - Wired service cabinet box and hung signals. signif. orig. cont. work.
½	1	4/16/81 - Connected wiring in junction box, installed pre-emption and began wiring cabinet. Most = P.A.-5
1	1	4/17/81 - Wiring cabinet. 1 man on orig. cont. work & 1 man on P.A.-5
0	1	5/01/81 - Installed power service cabinet. Most all orig. cont. work
0	1	5/05/81 - Received power. No apparent delay. No stated work by sub.
8 3/4	16 w.d.	

AN EQUAL OPPORTUNITY EMPLOYER

Price Agreement No. 7 - Approved for O.D.O.T. on 2/18/81

2/24/81 - Notification mailed to Hamilton Electric from Cascade Construction.

1 5/18/81 - Sawed new loop and feeder line. P.A.7

1 5/19/81 - Installed wire and epoxy. P.A.7

½ 1 5/20/81 - Completed expoxy and connected wiring. P.A.7 & Turn on two orig. signals.

2½ 3

Contractor worked 16 days on Price Agreement No. 5. New pole was received on 3/2/81. Sixteen workdays, plus six days for weekends, equals 22 calendar days. Work should have been completed on March 24, 1981.

9/26/80 to 10/1/80 = 4 days
10/01/80 to 11/1/80 = 31 days
11/01/80 to 12/1/80 = 30 days
3/01/80 to 3/24/81 = 24 days

Price Agreement No. 5 = 89 calendar days
Price Agreement No. 7 = 3 calendar days
TOTAL 92 calendar days

End of Contract time was September 19, 1980.
Project was completed June 6, 1981.
Total liquidated damage, 165 calendar days.

RHL:ck

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

Re: Main Street to Bull Run Road Section of S.E. Burnside Road
Contract No. 9025, Prefix 326-1020, Federal Aid No. 1X-9822(5)

APPEAL FOR LIQUIDATED DAMAGES

Price Agreement No. 5 - Approved by O.D.O.T. on 9/26/80

12/17/80 - Contractor removed cabinet base, and survey party staked new location for cabinet base and pole base.

2/16/81 - Promised delivery date of pole and mast arm.

3/02/81 - Received pole and mast arm.

3/12/81 - Made up steel gauge for pole base.

3/17/81 - Excavated for pole base, set steel gauge and forms.

3/18/81 - Completed forming pole and cabinet base.

3/19/81 - Poured pole and cabinet base and removed forms.

4/03/81 - Installed cabinet.

4/06/81 - Wired pole.

4/07/81 - Installed pole with mast arm.

4/13/81 - Pulled interconnect cable.

4/15/81 - Wired service cabinet box and hung signals.

4/16/81 - Connected wiring in junction box, installed pre-emption and began wiring cabinet.

4/17/81 - Wiring cabinet.

5/01/81 - Installed power service cabinet.

5/05/81 - Received power.

Price Agreement No. 7 - Approved for O.D.O.T. on 2/18/81

2/24/81 - Notification mailed to Hamilton Electric from Cascade Construction.

5/18/81 - Sawed new loop and feeder line.

5/19/81 - Installed wire and epoxy.

5/20/81 - Completed expoxy and connected wiring.

Contractor worked 16 days on Price Agreement No. 5. New pole was received on 3/2/81. Sixteen workdays, plus six days for weekends, equals 22 calendar days. Work should have been completed on March 24, 1981.

9/26/80 to 10/1/80 = 4 days
10/01/80 to 11/1/80 = 31 days
11/01/80 to 12/1/80 = 30 days
3/01/80 to 3/24/81 = 24 days

Price Agreement No. 5 = 89 calendar days
Price Agreement No. 7 = 3 calendar days
TOTAL 92 calendar days

End of Contract time was September 19, 1980.
Project was completed June 6, 1981.
Total liquidated damage, 165 calendar days.

RHL:ck

B/U 5-27-83

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

May 19, 1983

SM MRE DS PPM DS
[illegible] PA
DS PA EM BUD LM

Mr. Michael B. Smith, Liaison Engineer
Oregon Dept. of Transportation - Highway Div.
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

RE: Appeal for Liquidated Damages
Main St. to Bull Run Rd. Section - S.E. Burnside Rd.
Contract No. 9025, Prefix 326-1020, Fed. Aid No. 1X-9822(5)

Dear Mike:

Enclosed are copies of letters which I received May 17th from Cascade Construction Company regarding the liquidated damages on this project.

5-26-83
Requested file memos given to Schwartz. He will review & respond to contractor.
mrg

Encl.

cc: George R. Morton

LFN:RHL:an

Very truly yours,

Larry F. Nicholas
County Engineer

Richard H. Lulay
Project Engineer

Sent to Const 5/20/83

BRYANT —
This is Being Transmitted to you per our phone conversation of 5/20/83

RECEIVED
MAY 23 1983
CONSTRUCTION SECTION

AN EQUAL OPPORTUNITY EMPLOYER

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-8421

TRANSMITTAL NOTICE

Date: May 16,1983

To: MULTNOMAH COUNTY
2115 S. E. Morrison Street
Portland, OR 97214

Attention: Dick LuLay, Project Manager

Transmitted herewith:

NO. OF COPIES	DATED	TITLE
1	5-12-83	Letter from Hamilton Electric regarding OSHD 9025 Bull Run Project
1	4-29-83	Letter from Dept. of Justice

MEMORANDUM

We request the data mentioned in the attached letter.

Enc: X

cc: 9-57

CASCADE CONSTRUCTION COMPANY, INC.

By George R. Morton
George R. Morton, Vice Pres. Eng.

Equal Opportunity Employer

HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

May 12, 1983

George Morton
Cascade Construction Co.
P. O.Box 4267
Portland, Oregon 97208

RE: O.S.H.D. Contract #9025
Main Street-Bull Run Section

Dear George:

We have recently been advised that the Oregon State Highway Division must allow a contractor to examine memoranda from the Project Manager and Contract Administration Engineer which apply to time extension requests. I am enclosing a copy of that decision from the Attorney General.

Will you please make a request on our behalf on this particular project, so we can examine those memoranda and make our decision if a further appeal is warranted.

Very truly yours,

Emerson Hamilton

EH:grg

Enclosure

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9025

8

June 2, 1983

CON

George Morton
Cascade Construction, Inc.
P. O. Box 4267
Portland, OR 97208

Main St.-Bull Run Rd. Section
S.E. Burnside Rd.
Contract No. 9025

In response to your transmittal of May 16, we have examined the project records and determined that public interest would not be harmed by disclosing the records requested. Attached are copies of the memoranda originated by the Project Manager and the Contract Administration Engineer which apply to time extension requests, as requested by your subcontractor, Hamilton Electric, Inc.

You should advise Hamilton that the order of the Attorney General dated April 29, 1983 was not a blanket order applying to all requests for public records. The order was issued only for his specific request for certain documents. Each request must be considered on its own merits. Where we deem it to be harmful to public interest we will not release records unless ordered to do so by the Attorney General after his examination of these records. This is in accordance with the current public records law.

M. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

MES:st

Enc.

bc H. S. Coulter
C. T. Keasey
E. L. Hardt
Richard H. Lulay

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

9025

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

April 29, 1983

John Gervis
Emerson Hamilton
P.O. Box 2326
Salem, Oregon 97308

Dear Messrs. Gervis and Hamilton:

This constitutes the order of the Attorney General in response to your petition under the public records law, received in this office on April 25, 1983. You seek an order to require the Oregon State Highway Division to allow you to examine memoranda from the project manager and contract administration engineer which apply to contract No. 9336, concerning a time extension request which was denied.

The Highway Division asserts that the records in question are exempt from disclosure under ORS 192.500(2)(a), as preliminary interagency communications.

The three documents subject to this request are inter-office memoranda. They contain preliminary opinions and recommendations, and to that extent are thus of the type covered by ORS 192.500(2)(a). However, the exemption from disclosure is conditional. It is applicable only if the public interest in encouraging frank communication between officials and employes clearly outweighs the public interest in disclosure. We see no possible harm to the public interest in disclosure of these records. The petition is accordingly granted, and we order disclosure of the records covered by the records request.

The Highway Division must comply with this order within seven days of its date. However, it may instead, within the seven days, give notice of its intent to challenge the order

to this office and by certified mail to petitioners, and thereafter within another seven days file suit in the Marion County Circuit Court.

Sincerely,

JOHN A. REULING, JR.
Special Counsel to the
Attorney General

JAR/js

cc: H. S. Coulter (w/enc.)
State Highway Engineer
140 Transportation Bldg.
Salem, Oregon 97310

Jack Sollis (w/enc.)
Attorney in Charge
113 Transportation Bldg.
Salem, Oregon 97310

9025

April 25, 1983

COH

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CORRECTED COPY

Time Extension Appeal
Main St.-Bull Run Road Section
Contract No. 9025

The information you submitted relative to appeal of the adjustment of contract time previously granted has been carefully reviewed. the following findings, conclusions and decisions are made:

CONTENTIONS AND FINDINGS:

Contention No. 1:

Contractor contends that the engineer erred in calculating the amount of time granted for delay resulting from the acquisition of materials for Price Agreement No. 5 and requests six additional days for this error.

Finding No. 1:

The engineer's previous decision granted 68 calender days within the period September 20, 1980 thru March 2, 1981 for delivery of materials for Price Agreement No. 5. The contractor's contention that there were, in fact 74 calendar workdays in this total time period (September 20, 1980 thru March 2, 1981) is correct. However, the contractor was not instructed to proceed on Price Agreement No. 5 until September 26, 1980 and original, unaltered contract work remained to be done. The contractor performed original, unaltered, contract work on approximately 20 days between September 26, 1980 and December 1, 1980.

Contention No. 2:

Contractor should be granted all of the total lapsed time after receipt of materials for Price Agreement No. 5 until completion of Price Agreement No. 5. Contractor should be allowed to complete the additionally required work in a time frame consistent with his other contractual obligations. A time adjustment of an additional 34 calender days should be granted for this item.

Finding No. 4:

Not all signals were turned on May 19, 1981. The work remaining to be done after May 19, 1981 consisted not only of corrective, repair and cleanup, but also numerous items of uncompleted, unaltered, original contract work documented by letter of May 20, 1981 to the contractor.

Contention No. 5:

The original request for five calendar days of additional contract time was valid. True, the training session had been scheduled long before the turn-on was scheduled. However, advance notice of turn-on was given. The contractor relied upon the Project Manager's assurance that five days would be granted.

Finding No. 5:

Both the training session and the turn-on schedule were contractor obligations under the contract. The contractor established and controlled both events. The required signal training session was scheduled at the contractor's request and at a later date the contractor requested a signal turn-on on that same date. The contract provisions require the contractor to provide a two week advance notice of signal turn-on (Subsection 661.53(a)). The turn-on notice given by the contractor was a one day advance notice. The Project Manager did not give assurance that five days would be granted. By letter of May 20, 1981, the Project Manager told the contractor, "If you send a request for five days time extension, we will recommend approval."

CONCLUSIONS:

No. 1: The engineer's previous decision to grant 68 calendar workdays for acquisition of Price Agreement No. 5 materials was correct. Contract time was correctly charged from September 20 thru September 26, 1980.

No. 2: The actual delay to total project completion due to installation and completion of Price Agreement No. 5, after receipt of materials, was not more than 12 calendar workdays.

No. 3: The actual delay to total project completion due to work done under Price Agreement No. 7 was not more than 3 1 2 calendar workdays.

Finding No. 2:

Original, unaltered, contract work remained uncompleted at the time of completion of Price Agreement No. 5 work. Actual delays in completing the original, unaltered, contract work included the late acquisition of mounting hardware for interior illuminated signs; the contractor's incorrect installation of pole bases for poles No. 25 and No. 26; late acquisition of signal hardware; and other items of delay which were contractor responsibility. The contractor was granted a time adjustment of an additional 12 calendar days in the engineer's previous decision for actual project completion delays resulting from work done on Price Agreement No. 5 after receipt of materials. Price Agreement No. 5 work, such as forming and pouring concrete bases, which was available to the contractor to perform during material acquisition (September 26, 1980 and March 2, 1981) was not done and the additional twelve calendar days granted includes the time required to perform this work.

Contention No. 3

Contractor was granted an additional 3 1/2 calendar days in the engineer's previous decision for performance of work under Price Agreement No. 7. Multnomah County recommended that five calendar days be granted for this work. The contractor contends that good weather was necessary to perform this work and that it could not be done prior to May 18, 1981 and requests an additional 3 1/2 calendar days for this work (a total of seven calendar days).

Finding No. 3

The contractor was authorized to proceed with work under Price Agreement No. 7 on or about February 18, 1981. Original, unaltered, contract work remained to be completed at that time. Project records indicate that the work under Price Agreement No. 7 was done on May 18, 19, and 20, 1981; that original, unaltered, contract work remained to be completed at that time; that weather conditions prior to performance of Price Agreement No. 7 work were better than existed on the days the work was actually done.

Contention No. 4:

Traffic signals were turned on May 19, 1981 and contract time charges continued until June 1, 1981 during which time the work done was punchlist or cleanup work. These 13 calendar workdays should not be charged.

No. 4: Contract time was appropriately charged between May 19 and June 1, 1981.

No. 5: The signal turn-on delay resulting from a conflict in the required signal training session was caused by the contractor and is not a valid reason for adjustment of contract time.

DECISION:

Based upon the information furnished by the contractor and upon a detailed review of his contentions, no further adjustment of contract time on this project is warranted and the appeal of the engineer's previous decision is denied. There remains 81 1/2 days of liquidated damages under this contract.

H. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc C. T. Keasey
Al Harwood
Mike Smith
Richard H. Lulay (Multnomah County)

9025

April 15, 1983

CON

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Time Extension Appeal
Main St.-Bull Run Road Section
Contract No. 9025

The information you submitted relative to appeal of the adjustment of contract time previously granted has been carefully reviewed. the following findings, conclusions and decisions are made:

CONTENTIONS AND FINDINGS:

Contention No. 1:

Contractor contends that the engineer erred in calculating the amount of time granted for delay resulting from the acquisition of materials for Price Agreement No. 5 and requests six additional days for this error.

Finding No. 1:

The engineer's previous decision granted 68 calendar days within the period September 20, 1980 thru March 2, 1981 for delivery of materials for Price Agreement No. 5. The contractor's contention that there were, in fact 74 calendar workdays in this total time period (September 20, 1980 thru March 2, 1981) is correct. However, the contractor was not instructed to proceed on Price Agreement No. 5 until September 26, 1980 and original, unaltered contract work remained to be done. The contractor performed original, unaltered, contract work on approximately 20 days between September 26, 1980 and December 1, 1980.

Contention No. 2:

Contractor should be granted all of the total lapsed time after receipt of materials for Price Agreement No. 5 until completion of Price Agreement No. 5. Contractor should be allowed to complete the additionally required work in a time frame consistent with his other contractual obligations. A time adjustment of an additional 34 calendar days should be granted for this item.

Finding No. 2:

Original, unaltered, contract work remained uncompleted at the time of completion of Price Agreement No. 5 work. Actual delays in completing the original, unaltered, contract work included the late acquisition of mounting hardware for interior illuminated signs; the contractor's incorrect installation of pole bases for poles No. 25 and No. 26; late acquisition of signal hardware; and other items of delay which were contractor responsibility. The contractor was granted a time adjustment of an additional 12 calendar days in the engineer's previous decision for actual project completion delays resulting from work done on Price Agreement No. 5 after receipt of materials. Price Agreement No. 5 work, such as forming and pouring concrete bases, which was available to the contractor to perform during material acquisition (September 26, 1980 and March 2, 1981) was not done and the additional twelve calendar days granted includes the time required to perform this work.

Contention No. 3

The contractor was authorized to proceed with work under Price Agreement No. 7 on or about February 18, 1981. Original, unaltered, contract work remained to be completed at that time. Project records indicate that the work under Price Agreement No. 7 was done on May 18, 19, and 20, 1981; that original, unaltered, contract work remained to be completed at that time; that weather conditions prior to performance of Price Agreement No. 7 work were better than existed on the days the work was actually done.

Contention No. 4:

Traffic signals were turned on May 19, 1981 and contract time charges continued until June 1, 1981 during which time the work done was punchlist or cleanup work. These 13 calendar workdays should not be charged.

Finding No. 4:

Not all signals were turned on May 19, 1981. The work remaining to be done after May 19, 1981 consisted not only of corrective, repair and cleanup, but also numerous items of uncompleted, unaltered, original contract work documented by letter of May 20, 1981 to the contractor.

Contention No. 5:

The original request for five calendar days of additional contract time was valid. True, the training session had been scheduled long before the turn-on was scheduled. However, advance notice of turn-on was given. The contractor relied upon the Project Manager's assurance that five days would be granted.

Finding No. 5:

Both the training session and the turn-on schedule were contractor obligations under the contract. The contractor established and controlled both events. The required signal training session was scheduled at the contractor's request and at a later date the contractor requested a signal turn-on on that same date. The contract provisions require the contractor to provide a two week advance notice of signal turn-on (Subsection 661.53(b)). The turn-on notice given by the contractor was a one day advance notice. The Project Manager did not give assurance that five days would be granted. By letter of May 20, 1981, the Project Manager told the contractor, "If you send a request for five days time extension, we will recommend approval."

CONCLUSIONS:

No. 1: The engineer's previous decision to grant 68 calendar workdays for acquisition of Price Agreement No. 5 materials was correct. Contract time was correctly charged from September 28 thru September 26, 1980.

No. 2: The actual delay to total project completion due to installation and completion of Price Agreement No. 5, after receipt of materials, was not more than 12 calendar workdays.

No. 3: The actual delay to total project completion due to work done under Price Agreement No. 7 was not more than 3 1 2 calendar workdays.

No. 4: Contract time was appropriately charged between May 19 and June 1, 1981.

No. 5: The signal turn-on delay resulting from a conflict in the required signal training session was caused by the contractor and is not a valid reason for adjustment of contract time.

DECISION:

Based upon the information furnished by the contractor and upon a detailed review of his contentions, no further adjustment of contract time on this project is warranted and the appeal of the engineer's previous decision is denied. There remains 81 1/2 days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc C. T. Keasey
Al Harwood
Mike Smith
Richard H. Lulay (Multnomah County)

HAMILTON ELECTRIC

ELECTRICAL CONTRACTING

December 15, 1982

Appeal for Additional Liquidated
Damages Relief on OSHD Contract #9025
S.E. Burnside Road From North Main
Avenue to Bull Run Road

This appeal is to submit additional and supplemental information justifying an additional time extension of 61½ days over the 83½ days which has been previously allowed. A total of 165 extra days was required to complete the contract.

There is no question that Price Agreement #5 was for additional work to the original project and at the request of the Department of Transportation. In the inter-office memo of May 12, 1982 from Keith L. Martin to O. B. Jackmond, 80 days were recommended as an extension for Price Agreement #5. Sixty-eight days of this allowance, which was computed as running between the last calendar work day allowed without liquidated damages (which was September 19, 1980) and the date the poles were delivered (which was March 2, 1981), does not appear to be correct. From September 20th to September 30th would be 11 calendar days, 31 calendar days in October, 30 calendar days in November and 2 days in March would equal a total of 74 calendar days. It appears that 6 extra days should be granted here. When the poles were received, as was indicated in the above referenced memo, additonal installation time was required to complete the work. Hamilton Electric, Inc. should be entitled to all of the time required to complete this work, which was until April 17, 1981 or a total of 46 additional days. It does not seem

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

to be reasonable to allow Hamilton Electric just the actual working days for installation with an adjustment for week-ends. Hamilton Electric should be allowed 46 days for installation rather than 12. A Price Agreement for the convenience of the State should allow the sub-contractor to complete the work in a time frame which is consistent with his other contractual obligations and not interfere with the normal scheduling of his work crews. It is not realistic to assume that an installation of this type would take place on consecutive days once the materials arrive on the job site. This is addressed in the Mutlnomah County memo of March 26, 1982 to Mr. Mike Smith where a recommendation of seven days more than the Department of Transportation recommendation is made.

(3) Price Agreement #7 was also an agreement for extra work as requested by the Department of Transportation. Hamilton Electric was allowed 3½ days for this request, by the Department of Transportation as opposed to 5 days recommended by Multnomah County. The installation was actually made starting on May 18, 1981. The installation could not be made prior to that date because of weather. Hamilton Electric should not be charged for those days. A total of 7 days is requested for this extra work.

(4) The signals were turned on on May 19, 1981 but the day count did not stop until June 1, 1981. It appears that Hamilton Electric should not be charged for the 13 days in question since the signal installation was complete and operating. The time that was charged was for punch list or clean up work.

(5) It appears that the request for the 5 day time extension based on the delay of the turn on from May 13th to May 19th was valid. It is true as stated in the Multnomah County memo that the training session had been set long before the turn on was scheduled and could not be changed. However, advance notice was given to the Resident Engineer for the turn on date and the Engineer advised Hamilton Electric through the General Contractor, Cascade Construction Company, Inc., that a 5 day time extension would be granted because of the unavoidable conflict. It appears that there is no valid reason why Hamilton Electric, Inc. should not be granted this 5 day extension, especially since Hamilton Electric relied on assurance that it would be granted.

Hamilton Electric's request is for the following time to that granted previosuly:

Price Agreement #5	40 days additional
Price Agreement #7	3½ days additional
Punch List Work	13 days additional
Turn On	5 days additional
Total	61½ days additional

ELECTRICAL CONTRACTING

December 14, 1982

Mr. George R. Morton, V.P.
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

RE: Liquidated Damages, Main Street-Bull Run Road, O.S.H.D. Contract #9025

On February 24, 1982 we submitted a request for time extension and relief of liquidated damages on this project. The Department of Transportation responded with a letter to you on May 14, 1982 and granted a total of 83½ calendar days. We requested and you have provided additional information from the Department of Transportation and Multnomah County regarding their assessment of our appeal.

We wish to make a further appeal and the attached narrative supports that appeal. We would appreciate it if you would pass it on to the Department of Transporation for their action.

Very truly yours,

Emerson Hamilton

EH:grg

Attachment

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9025.

Files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 8893	NE Failing St.-NE Hancock St. (N. Banfield Intchge.) Multnomah County	March 9, 1983
R. L. Coats No. 9527	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 15, 1983
Cascade Const. Co. No. 9025	N.Main Ave.-Bull Run Rd. Multnomah County	March 16, 1983
R. L. Coats No. 9535	Sisters Truck Scale Deschutes County	March 16, 1983
Jack Robinson & Sons, Inc. No. 9526	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 16, 1983
Fabricators, Inc. No. 9381	Elkhead Rd.Intchge.-Rice Hill Intchge. Douglas County	March 17, 1983
J. C. Compton Co. No. 9420	32nd St.-Crest Motel (Astoria) Clatsop County	March 17, 1983
Ajax Electric Co. No. 9427	Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose) Columbia County	March 17, 1983
Siuslaw Construction Co. No. 9204	Sundial-Sandy River Multnomah County	March 21, 1983
Cascade Const. Co.,Inc. No. 9183	SW Bancroft St.-Sellwood Br. (Portland) Multnomah County	March 22, 1983
Steve Pyles, General Contractors, Inc. No. 9500	N. Fk. Ash Creek (Hoffman Road) Bridge Polk County	March 22, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Auburn Const. Co. No. 9399	Abiqua Creek Bridge Marion County	March 29, 1983
A. K. Lundmark & Son, Inc. No. 9423	Westport Slough (Woodson) Bridge Columbia County	March 29, 1983
Wildish Const. Co. No. 9352	Dexter County Park Road-Minnow Creek Lane County	March 29, 1983

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9025

March 24, 1983

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

COS 5
Contract No. 9025

Gentlemen:

Contract No. 9025 awarded to Cascade Construction Co., Inc. for work on N. Main Ave.-Bull Run Road in Gresham of FAU 9822 in Multnomah County was completed on December 10, 1981 and accepted by the State Highway Division on March 16, 1983.

Final payment in the amount of $50.00 will be released to the contractor after March 29, 1983. The total contract amount is $1,697,939.81 and no work was performed under force account.

You have been previously notified of claims filed against the performance bond on this contract which have been paid.

Sincerely,

Robert W. Gernaon
COMMISSION SERVICES

fkm:ah
cc Cascade Construction Co., Inc.
P.O. Box 4267
Portland, OR 97208

Don Reger & Company
200 S.W. Market St., Suite 210
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

9025

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: MARCH 4, 1983

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: MAIN ST.-BULL RUN RD. SECTION
SE Burnside Rd.
Contract No. 9025

CE CAE FOE OCS SCS EEO — RECEIVED — OM CA LS TC FE C7

MAR 4 1983

CONSTRUCTION SECTION

Attached is a request from the contractor for a reconsideration of their time extension request. The contract overran by 165 days. An 83½ day extension was granted, and in this request for reconsideration, the 61½ days remaining are requested, for reasons given in Hamilton's December 15, 1982, letter.

Mike Smith has reviewed the entire time overrun situation with Multnomah County, and Mike recommends an additional 6 days be granted.

I don't have any additional information or a better recommendation. and concur in the 6 day additional time extension.

MC/gw
Attachment

Contain Recycle. Symbol

OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: February 22, 1983

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: ADDITIONAL APPEAL FOR LIQUIDATED DAMAGES
Contract No. 9025
Main St.-Bull Run Rd. Section
SE Burnside Rd.
Multnomah County

I have reviewed the attached appeal for additional liquidated damages and have numbered the various applicable areas of Hamilton Electric's appeal letter dated 15 December 1982.. Responses to those numbered areas are as follows:

1. According to Keith Martin's letter dated 12 May 1982 under item "Price Agreement #5" he states that 68 days were charged between 19 September 1980 and 2 March 1981, when in fact 74 days were charged (see attached "Weekly Statement of Contract Time Charges"). Possibly six additional days could be allowed here. I am not sure how Keith came up with his 68 days.

2. Other contractual obligations of the sub-contractors are not the responsibility of the State. Inasmuch as the project was already 74 days past completion it is unrealistic to allow 46 days to complete 8 3/4 days work. No additional days should be allowed for this part of Price Agreement #5.

3. The Weekly Statement of Time Charges indicate that the weather for the period 9 May through 17 May was better than the actual days the work was performed (May 18, 19, and 20) (See attached Weekly Statement of Time Charges and Inspector's Daily Reports). No additional time should be allowed for this work.

4. Attached is a letter dated 20 May 1980 to Cascade Construction indicating work to be done prior to semi-final inspection. The work as listed appears to be more than general cleanup, therefore, the 13 days between 19 May and 1 June appears to be legitimate liquidated damage charges.

5. The last paragraph of the attached letter dated 20 May 1980 to Cascade Construction refers to the conflict of the signal turn-on and the scheduling for signal training school. The Project Manager indicates that he would recommend approval of a five day extension due to the conflict. Hamilton readily admits that the schooling was scheduled long before the actual turn-on date, and as evidenced by the attached letter to Multnomah County from Cascade Construction dated 13 May 1982 the notice for turn-on was not a two week notice as required by the special provisions, pages 75-77 and 78 (copies attached). Additional days should not be granted for this item.

Contains Recycled Materials

In summary, it appears that six additional days could be allowed to the contractor as follows:

Item #1 - 6 days
Item #2 - 0 days
Item #3 - 0 days
Item #4 - 0 days
Item #5 - 0 days

Total 6 days.

MBS/gw
Attachment

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

January 7, 1983

OM MRE OE PPM CE
TOS RECEIVED ME
US JAN 10 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Mike Smith, Liaison Engineer
Oregon Department of Transportation.
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Re: Additional appeal for liquidated damages
Main to Bull Run Section - S.E. Burnside Rd.
Contract No. 9025, Prefix 326-1020
Federal Aid No. IX 9822 (5)

Dear Mike:

Enclosed is Hamilton Electric, Inc. request for time extension and relief of liquidated damages and a request from Cascade Construction Company for a reduction in the retainage for this project.

Price Agreement No. 5 was not for additional work, but a relocation of the signal pole and the removal and relocation of the controller base at the southeast corner of Burnside Road and 242nd Avenue. My recommendation would have given the contractor until March 20, 1981 to complete his work on this project. Price Agreement No. 7 was additional work to the original project. The contractor states that they could not start this work until May 18, 1981 because of the weather. Our inspector report indicate that there were eight workdays in March, twelve workdays in April and five workdays in May prior to this date when it rained on the project. The weather does not appear to be a valid reason for time extension.

The retainage that the State is holding from the contractor are certificates of deposits.

Very truly yours

Larry F. Nicholas
County Engineer

Richard H. Lulay
Project Engineer

RHL:rj
enclosure

AN EQUAL OPPORTUNITY EMPLOYER

HAMILTON ELECTRIC

ELECTRICAL CONTRACTING

December 15, 1982

Appeal for Additional Liquidated
Damages Relief on OSHD Contract #9025
S.E. Burnside Road From North Main
Avenue to Bull Run Road

This appeal is to submit additional and supplemental information justifying an additional time extension of 61½ days over the 83½ days which has been previously allowed. A total of 165 extra days was required to complete the contract.

(1) There is no question that Price Agreement #5 was for additional work to the original project and at the request of the Department of Transportation. In the inter-office memo of May 12, 1982 from Keith L. Martin to O. B. Jackmond, 80 days were recommended as an extension for Price Agreement #5. Sixty-eight days of this allowance, which was computed as running between the last calendar work day allowed without liquidated damages (which was September 19, 1980) and the date the poles were delivered (which was March 2, 1981), does not appear to be correct. From September 20th to September 30th would be 11 calendar days, 31 calendar days in October, 30 calendar days in November and 2 days in March would equal a total of 74 calendar days. It appears that 6 extra days should be granted here. (2) When the poles were received, as was indicated in the above referenced memo, additonal instaliation time was required to complete the work. Hamilton Electric, Inc. should be entitled to all of the time required to complete this work, which was until April 17, 1981 or a total of 46 additional days. It does not seem

-continued-

232 WEST 5th AVENUE 503/485-4455 . POST OFFICE BOX 708 EUGENE, OREGON 97440

to be reasonable to allow Hamilton Electric just the actual working days for installation with an adjustment for week-ends. Hamilton Electric should be allowed 46 days for installation, rather than 12. A Price Agreement for the convenience of the State should allow the sub-contractor to complete the work in a time frame which is consistent with his other contractual obligations and not interfere with the normal scheduling of his work crews. It is not realistic to assume that an installation of this type would take place on consecutive days once the materials arrive on the job site. This is addressed in the Multnomah County memo of March 26, 1982 to Mr. Mike Smith where a recommendation of seven days more than the Department of Transportation recommendation is made.

(3) Price Agreement #7 was also an agreement for extra work as requested by the Department of Transportation. Hamilton Electric was allowed 3½ days for this request, by the Department of Transportation as opposed to 5 days recommended by Multnomah County. The installation was actually made starting on May 18, 1981. The installation could not be made prior to that date because of weather. Hamilton Electric should not be charged for those days. A total of 7 days is requested for this extra work.

(4) The signals were turned on on May 19, 1981 but the day count did not stop until June 1, 1981. It appears that Hamilton Electric should not be charged for the 13 days in question since the signal installation was complete and operating. The time that was charged was for punch list or clean up work.

(5) It appears that the request for the 5 day time extension based on the delay of the turn on from May 13th to May 19th was valid. It is true as stated in the Multnomah County memo that the training session had been set long before the turn on was scheduled and could not be changed. However, advance notice was given to the Resident Engineer for the turn on date and the Engineer advised Hamilton Electric through the General Contractor, Cascade Construction Company, Inc., that a 5 day time extension would be granted because of the unavoidable conflict. It appears that there is no valid reason why Hamilton Electric, Inc. should not be granted this 5 day extension, especially since Hamilton Electric relied on assurance that it would be granted.

Hamilton Electric's request is for the following time to that granted previosuly:

Price Agreement #5	40 days additional
Price Agreement #7	3½ days additional
Punch List Work	13 days additional
Turn On	5 days additional
Total	61½ days additional

The contractor shall give the Engineer two weeks advance notice as to when the contract work will be completed, and the signals will be ready to turn-on and be used by the general public.

The Engineer shall establish the signal turn-on date. Adequate notice of the turn-on date shall be given to allow all required personnel to be present.

Initial Turn-On - It shall be the responsibility of the contractor to provide a completely programmed, working system. This shall include the development of three initial timing programs (inbound, outbound, average). These timing programs shall be developed from data supplied to the contractor by the County. The contractor shall submit time space diagrams complete with all interval settings to the County for review at least two months prior to testing. The contractor shall be responsible for the initial loading and debugging of these timing programs. Final acceptance of the system will not be given until the programs have run to the satisfaction of the owner for a period of 90 days.

The County shall supply the following data to the contractor for timing pattern development, as required:

1. Traffic volumes, including turning movement counts at each signalized intersection.

2. Intersection geometrics.

3. Travel speeds.

The contractor shall submit for approval the following:

1. Time space diagrams.
2. Interval settings.
3. Phase rotation analysis.
4. Optimum progression speeds.

System debugging shall include, but not be limited to the following:

1. Calibration of loop detector inputs to master.

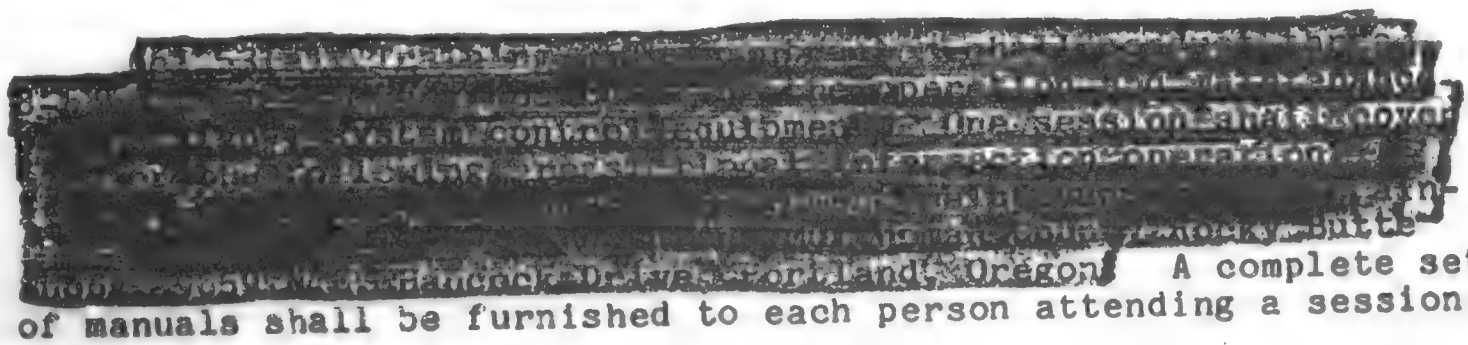
2. On-street observation of system performance.

Programmable Read-Only Memory (PROM) proramming shall be written in a manner which will allow program changes to be easily made using a PROM programming system. The PROMs shall be easily removed and replaced. If PROMs are not completely reprogrammable, a minimum of two additional PROMs shall be supplied with each control unit.

661.51(b) Construction - The microprocessor controller unit shall be of modular construction. The functions assigned to each module shall be clearly identified. Each module shall be easily accessible for maintenance and removal and shall be held securely in place by one or more positive type fasteners. Each module shall be interchangeable between controller units of the same model. Replacement of the modules shall not require any unsoldering or disconnecting of individual conductors.

661.51(c) Operation - The microprocessor controller unit shall have all required phase capabilities built into the controller unit. The use of external logic for overlaps shall not be permitted.

661.53 Training and Turn-on Services - The contractor shall include in his bid sufficient funds to provide training and turn-on services by qualified personnel from the control equipment supplier.



of manuals shall be furnished to each person attending a session.

1. System Manual shall contain: Detailed operation and instruction for all system hardware components. Documentation of software as in Subsection 661.51(a) of these special provisions.

2. Maintenance Manual shall contain: Detailed instructions for maintaining all system hardware components. The use, character and identification of all test equipment and tools necessary for maintaining all system hardware. A complete system parts

list detailing all manufacturer's identification codes. Detailed wiring diagrams and schematics indicating voltage level and pictorial description showing the part name and location for all system hardware components.

661.53(b) Turn-on-services - The contractor shall give two weeks advanced notice of his intention to turn-on a signal or signals. The turn-on program shall be implemented in two stages.

Stage I - Turn-on of local intersection controllers.

Stage II - Turn-on of system control equipment.

The contractor or his representative and a qualified representative from the equipment supplier shall be responsible for the installation of control equipment and the checking of all field wiring prior to the turn-on of any equipment.

Turn-on, in either stage, shall not be complete until all local intersections and/or the entire system is operating as specified in these special provisions.

Intersection timing and system control functions will be mutually determined by the control equipment supplier and Multnomah County. The representative of the control equipment supplier shall be on hand at the turn-on of the equipment and shall make all necessary adjustments of the intersection timing and system control functions to insure that the control equipment and coordination system are functioning properly.

On completion of Stage II turn-on, the equipment supplier shall certify in writing to the contractor that all specified operations have been implemented and checked out and that the system is ready for acceptance.

661.91 Payment - The following bid items will be applicable on this project:

Item Reference	Bid Item	Unit of Measurement
(a)	Traffic Signal Installation, Location A	Lump Sum
(b)	Traffic Signal Installation, Location B	Lump Sum
(c)	Fire Pre-emption Devices	Each
(d)	Spare Controller	

HE
ELECTRICAL CONTRACTING

December 14, 1982

Mr. George R. Morton, V.P.
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

RE: Liquidated Damages, Main Street-Bull Run Road, O.S.H.D. Contract #9025

On February 24, 1982 we submitted a request for time extension and relief of liquidated damages on this project. The Department of Transportation responded with a letter to you on May 14, 1982 and granted a total of 83½ calendar days. We requested and you have provided additional information from the Department of Transportation and Multnomah County regarding their assessment of our appeal.

We wish to make a further appeal and the attached narrative supports that appeal. We would appreciate it if you would pass it on to the Department of Transporation for their action.

Very truly yours,

Emerson Hamilton

EH:grg

Attachment

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9025

L.

October 6, 1982

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 404

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter-form supplemental agreement defining the funding arrangements for an Interstate Transfer Project on the Main Avenue-Powell Boulevard Section of East Burnside Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

9025

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CON 5 #9025

May 14, 1982

NOTED
W. E. SCHWARTZ

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

RE: Time Extension Request
N. Main Ave.- Bull Run Rd.
Contract No. 9025
FAP #IX-9822(5)

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed.

A contract time extension of 80 calendar workdays is granted due to the performance of added work under Price Agreement No. 5. An additional contract time extension of 3½ calendar workdays is granted due to the added work done under Price Agreement No. 7.

No additional time is granted due to the strike at the pole manufacturer's plant since the poles did not delay completion of the project. The anchor bolt delays and problems made the pole delivery irrelevant. The anchor bolt delivery is a contractor responsibility and was not affected by the strike.

No additional time is granted due to the dispute over the materials used in the interior illuminated signs since we did not find that this resulted in any contract time charges.

No additional time is granted for the claimed late turn-on due to inspector unavailability. The contract states under Section 661.48(a-5) of the Special Provisions that "The contractor shall give the engineer two weeks advance notice as to when the contract work will be completed, and the signals will be ready to turn on and be used by the general public." Also, Section 661.53(a) states that "The contractor shall conduct three 8-hour training sessions covering the operation and maintenance of the signal control equipment." Inspectors were not available at your initial requested turn on because you did not provide the required two week advance notice and, in fact, they were attending the training session that you had arranged under Section 661.53(a). Therefore, inspector unavailability was specifically caused by the contractor.

Should you wish to submit additional data or to review this matter further, please contact Multnomah County's Project Engineer, Richard Lulay.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

OBJ:cb

cc: W. E. Schwartz (att. 1 ltr.)
Al Harwood "
M. Smith "
Richard Lulay "
FHWA "
Bob Church (Note: P.A. #5 is non-participating and therefore the 80 c.w.d. delay is also non-participating.)

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engr.

DATE: May 12, 1982

FROM: Keith L. Martin
Contract Claims Coordinator

SUBJECT: N. Main Ave. - Bull Run Rd. Section
(East Burnside Rd.)
Contract No. 9025
Contractor's Request for adjustment of contract time

This contract was awarded September 13, 1979 with the 270 calendar work day count starting September 25, 1979. The 270 days allowed would have required completion as of September 19, 1980. Actual completion was on June 1, 1981 for a total C.W.D. charge of 435 days, a 165 C.W.D. overrun of time.

The prime contractor started work on January 15, 1980 with paving other than pickup and widening completed by June 18, 1980. The prime contractor only worked on 18 days after June 18 and the concrete sub-contractor worked on 2 days when the prime contractor was not working. It is obvious that the 20 days of work could have been completed during the June 18 - September 19 period. For this reason, it is proper to consider Hamilton Electric Co. work to be on the "critical path" and any delay to Hamilton directly affecting the completion date.

The request is for an increase to 435 C.W.D., an increase of 165 C.W.D.. This would leave no liquidated damages. The request lists five (5) reasons for an increase in time, but does not ask for a specific number of days for any of the five reasons. I will discuss the five reasons in the order presented in the request.

POLES

Data submitted with the request confirms the June 1, 1980 strike date. While no documentation is submitted to support the July 1, 1980 strike settlement, this is approximately the date submitted for time extension requests on other projects.

The county has recommended no additional time since the poles would have been shipped prior to the strike if the order had not been delayed by the manufacturer. If the order had not been delayed, the strike would not have affected delivery. The county also considered the contractor's delay in checking on a May 1, 1980 order until June to not be timely.

I also recommend no time be allowed for strike delay. However, my recommendation is based on evidence the strike did not actually delay the contractor. The June 18, 1980 letter from Union Metal to General Electric Supply Company discusses the delay in anchor bolt delivery and estimates shipment the first week in July. The letter indicates Union Metal had not received the bolts until after the strike commenced and that bolt processing would not be affected by the strike. While the available records do not document the anchor bolt delivery date, Hamilton Electric did not work from June 25 - July 16, 1980. From July 17 to August 29, 1980 they augered holes and placed concrete for pole bases. The poles were delivered August 1, 1980. No activity involving the poles occured until September 9, 1980 when fittings were installed. During the period August 30 - September 8,1980, no activity occured. It appears that the delay in receiving anchor bolts actually delayed the job so much the strike and late pole delivery had no affect on the ultimate completion date.

PRICE AGREEMENT #5

Hamilton Electric was notified in a letter dated September 26, 1980 that P. A. #5 had been approved. The last C.W.D. allowed without liquidated damages was September 19, 1980. The poles were actually delivered March 2, 1981. During this period 68 C.W.D. were charged.

Hamilton Electric continued to work for 20 of the C.W.D. charged. However, they did not install the pole base on P.A. #5 even though G. E. Supply Co. quotation dated 8-18-80 notes the existing anchor bolts will be useable. Two concurrent delays occured which were not a state responsibility. (1) The time adjustment request includes a statement that hardware for mounting interior illuminated signs could not be obtained until March 1981. (2) Pole bases #25 and #26 at Oregon Trail Shopping Center were installed with the wrong bolt pattern. Replacement bolts had to be obtained and new footings installed.

Despite the concurrent delays and contract work noted in the previous paragraph, I recommend 68 additional days be allowed for the period required to order and receive a substitute pole #22 on P.A. #5. Irrespective of the other factors, a change that late in the project would have affected the completion date.

After the substitute pole #22 was received, additional time was required to complete the work required by P.A. #5. This work was integrated with the remaining contract work. Records indicate work related to P.A. #5 occured on the following dates: March 12 - ½ day; March 17 & 18 - 1½ days, March 19 - ½ day; April 3 - ½ day; April 6 - ½ day; April 7 -½ day;

April 8 - 1 day; April 13 - 1 day; April 14 - ½ day; April 15 - ½ day; April 16 - 1 day; and April 17 - 1 day.

To adjust for weekends, these 8 3/4 days of direct P.A. #5 work should be multiplied by a factor of 1.4 to reach an adjustment of 12 C.W.D.

To summarize, I recommend a 68 C.W.D. increase to allow for delivery of an alternate pole and 12 days to allow for time actually working on P.A. #5. The Project Engineer recommended an 87 C.W.D. adjustment.

INTERIOR ILLUMINATED SIGNS

The time adjustment request claims the contractor was not allowed to install interior illuminated signs. Since these signs were later accepted without change, the contractor requested an adjustment for any delay this problem caused.

The Project Engineer recommends no adjustment as the signs were installed with the question of specification interpretation continuing after the signs were in place.

I agree with the Project Engineer. The contractor has not defined any specific days he was delayed. I found nothing in the records to support his contention. The documents submitted with the adjustment request show most of correspondence related to this problem occuring after the signals were activated and second notice submitted.

PRICE AGREEMENT #7

The Project Engineer recommends five (5) days for this work. This was extra work and not performed concurrent with the contract work. A review of the daily reports and diaries show the following: May 18 - 1 day; May 19 - 1 day; and May 20 - ½ day. Applying a factor of 1.4 to adjust for weekends would justify a 3½ day adjustment.

I recommend a 3½ day increase to allow for work on P.A. #7.

TURN ON

The Project Engineer recommends no time be allowed. I agree for the same reasons outlined in the Project Engineer's analysis. In addition, on one of these days, May 18, time was allowed for P.A. #7 work.

To summarize, I make the following recommendation:

	Project Engr.	My Recommendation
Poles	0	0
Price Agreement #5	87	80
Interior Illum. Signs	0	0
Price Agreement #7	5	3½
Turn On	0	0
TOTAL	92	83½

Time allowed for delay associated with P.A. #5 would have to be non-participating as P.A. #5 has been coded non-participating.

KLM:cb

5-14-82

CTK -

I concur with K. Martin's analysis. The County's Project Engineer is mostly correct but did not give us the benefit of his thought process and it appears he was slightly generous.

STATE OF OREGON

INTER-OFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: April 12, 1982

FROM: M. B. SMITH
Region Liaison Consultant

SUBJECT: N. MAIN AVE.-BULL RUN ROAD SECTION (EAST BURNSIDE RD.)
CONTRACT 9025
CONTRACTOR'S REQUEST FOR ADJUSTMENT
OF CONTRACT TIME

RECEIVED
APR 21 1982
BRANCH

ASHE CAE FOE GCE SCS EEO OM CA L3 C CP

In reviewing the contractor's request for adjustment of contract time, and the resident engineer's recommendation, I concur with the resident engineer's findings and recommend the 92-day extension.

MBS/cp

C.C.: Bryant Jackmond will originate attached.
I agree with the County Project Manager's recommendation, and recommend the 92 day extension.
Marion Craft

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E CLARK
COUNTY EXECUTIVE

March 26, 1982

OE RE RME RCE
TE RECEIVED
UE
SO REGION 1 RBI
TO

Mr. Mike Smith, Liaison Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Appeal of Liquidated Damages
Main St. To Bull Run Rd. Section - S.E. Burnside Road
Contract No. 9025, Prefix 326-1020, Fed. Aid No. 1X9822(5)

Dear Mike:

Submitted herewith is Hamilton Electric, Inc., request and our comments with regard to the reduction of liquidated damages for the above project.

We do not believe that the contractor should be granted additional time because of the delay in the delivery of the poles or the delay in receiving approval from State for the aluminum hub on the interior illuminated signs or for the delay which occurred because our inspectors were not available at the time the contractor wanted to turn the signals. ✓

The subcontractor, Hamilton Electric, ordered the poles from their supplier, General Electric Supply on October 11, 1979. The drawings were reviewed, corrections made, and the order was released to the manufacturer, Union Metal, on January 14, 1980. It appears that Hamilton Electric Co. and their supplier did not inquire about the delay in the delivery of the pole and the anchor bolts until June 11, 1980. We believe the contractor should have been in closer contact with his supplier. Late delivery due to goof prior to strike. Therefore, not a valid reason for added time. original delivery by May 1. strike June 1. Also, The contractor had originally ordered the interior illuminated signs from poles were not Signal Control Systems. They canceled that order and placed the order with the reason for Nu Art Lighting and Manufacturing Co. which submitted several drawings for the delay — approval. All corrections were made in the design except in the material used bolts were in the hub which was made of aluminum rather than brass or malleable iron. The signs were installed by the contractor with aluminum hub without approval from the State. This approval was received at a later date, but it did not delay the installation of those signs. How did it relate to time count & completion?

AN EQUAL OPPORTUNITY EMPLOYER

Subsection 661.48(a-5) on Page 75 of the Special Provisions states "The Contractor shall give the engineer two weeks advance notice as to when the contract work will be completed, and the signals will be ready to turn on and be used by the general public." Also, Subsection 661.53(a) on Page 77, Training, "The Contractor shall conduct three 8-hour training sessions covering the operation and maintenance of the signal control equipment;" the arrangement and the scheduling on this class had been made prior to the notice of turn on by the contractor and could not be changed.

We would recommend a ninety-two (92) day extension because of the time required for the delivery and the installation of Pole No. 22, which was done under Price Agreement No. 5, and the installation of new loops for the traffic signal at 3rd and Burnside which was done under Price Agreement No. 7.

We request a price for Price Agreement No. 5 on July 15, 1980, which was received and returned to the contractor for additional information on August 11, 1980. This was returned on August 28, 1980, and was approved by the State on September 26, 1980. The pole was to be delivered by the manufacturer by February 16, 1980.

A price for Price Agreement No. 7 was requested on October 10, 1980, and received from the contractor on December 18, 1980. This was approved by the State on February 18, 1981.

The ninety-two days would allow eighty-seven (87) additional days for the installation of Pole No. 22 and five days for the work required to be performed by Price Agreement No. 7.

There was a total of eight work days in June, 13 work days in July and eight work days in September 1980, in which no work was performed by the contractor or subcontractors within the scheduled 270 calendar days allotted for this project.

Very truly yours,

George Stillman
ASSISTANT COUNTY ENGINEER

Richard H. Luláy
Project Engineer

RHL:ck

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date March 30, 19 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 270 Calendar Workdays to 435 Calendar Work Days, within which to complete Section N. Main Avenue - Bull Run Road Sect. of SE Burnside Rd, Contract No. 9025, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

As shown on the attached packet of material from our Subcontractor Hamilton Electric Co. which details the problem of obtaining the electrical equipment required.

Respectfully Submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By George R. Morton
George R. Morton, Vice Pres. Eng.

CONSENT OF SURETY

Date March 30, 19 82

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Nancy L. Kreutz
Attorney-in-fact
Nancy L. Kreutz

Donald E. Leger
Resident Agent
Don Reger & Company

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved: .....
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

The Travelers Indemnity Company

Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

Nancy L. Kreutz of Portland, Oregon

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 11th day of November 1976.

THE TRAVELERS INDEMNITY COMPANY

By

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 11th day of November in the year 1976 before me personally came D. J. Nash to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.
This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 11th day of November 1976.

THE TRAVELERS INDEMNITY COMPANY

THE TRAVELERS INDEMNITY COMPANY SEAL

By D. J. Nash

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 11th day of November in the year 1976 before me personally came D. J. Nash to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

RUTH H. SOMERVILLE NOTARY PUBLIC CONNECTICUT

Ruth H. Somerville

Notary Public

My commission expires April 1, 1979

(Over)

S-1869 REV. 4-77 PRINTED IN U.S.A.

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date March 30, 19 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 270 Calendar Workdays to 435 Calendar Work Days, within which to complete Section N. Main Avenue - Bull Run Road Sect. of SE Burnside Rd., Contract No. 9025, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

As shown on the attached packet of material from our Subcontractor Hamilton Electric Co. which details the problem of obtaining the electrical equipment required.

Respectfully Submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By George R. Morton
George R. Morton, Vice Pres. Eng.

CONSENT OF SURETY

Date March 30, 19 82

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Attorney-in-fact
Nancy L. Kreutz

Resident Agent
Don Reger & Company

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved: .....
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

HAMILTON ELECTRIC Inc.

ELECTRICAL CONTRACTING

February 24, 1982

Appeal of Liquidated Damages Relief on O.S.H.D. Contract No. 9025, Southeast Burnside Road from North Main Avenue to Bull Run Road.

POLES

Hamilton Electric was awarded a sub-contract by Cascade Construction Company, Inc. for the electrical portion, Bid Items No. 47, 48, 49 and 50 on September 4, 1979. The day count on this project began on September 25, 1979 and was scheduled for 270 calendar days until completion time. Our initial schedule called for us to begin work in May of 1980 and complete in July of 1980 (copy attached). The critical materials for this project in terms of production and delivery were signals, controllers, interior illuminated signs and poles. They were ordered on Hamilton Electric Purchase Orders No. 852, 854 and 862 (copies attached) dated September 21, 1979, so they were ordered on a timely basis.

The pole drawings were submitted for approval on November 20, 1979 (copy attached) and were returned to Cascade Construction on December 14, 1979 (copy attached). They were returned to the pole supplier on January 4, 1980 (copy attached). The pole supplier notified the manufacturer's representative, Mal Carter Agency, of the release of the order on January 14, 1980 (copy attached). When the poles did not arrive on the job site as scheduled Hamilton Electric contacted their supplier who in turn contacted the manufacturer's representative in a letter dated June 11, 1980 (copy attached). On June 10, 1980 the manufacturer of the poles, Pacific Union Metal Division, notified Hamilton Electric's supplier, General Electric Supply Company, that

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

their plant was on strike, effective May 31, 1980 (copy attached). Hamilton Electric forwarded the letter to Cascade Construction on June 10, 1980 (copy attached) and indicated that a time extension would be required on this project. The strike was settled on July 1, 1980 (copy attached). There was a total 31 day strike delay. 31

PRICE AGREEMENT #5

On July 15, 1980 a revised signal plan for 242nd Drive at East Burnside was furnished from Cascade Construction to Hamilton Electric for a quotation. The information was taken off by Hamilton Electric and prices were assembled for the change which included a new pole and controller base and forwarded to Cascade Construction on August 11, 1980 (copy attached). A further breakdown was requested and supplied by Hamilton Electric on August 28, 1980 (copy attached). On September 26, 1980 Hamilton Electric was advised that Price Agreement #5 had been accepted (copy attached). Hamilton Electric ordered the pole promptly and was advised by their supplier on October 3, 1980 (copy attached) that the pole would not be delivered until approximately February 16, 1981. This change was at the request of the Department of Transportation and for the benefit of the State of Oregon and penalty time should not be charged for the time required to obtain this additional pole.

INTERIOR ILLUMINATED SIGNS

Hamilton Electric cancelled the interior illuminated signs from their original supplier on October 2, 1980 (copy attached) since they had not supplied them on the date requested. However, the signs had been shipped at that time and were received by Hamilton Electric on October 8, 1980 (copy attached). There was some delay time to the completion of this project when Hamilton Electric could not get the cooperation of their supplier to furnish mounting hardware for the signal heads. This was finally resolved in March of 1981 and on March 2, 1981 Hamilton was installing the signal heads and interior illuminated signs. The Resident Engineer refused to let Hamilton install the signs at that point as he claimed they did not meet the state specifications. A March 18, 1981 letter from the Department of Transportation (copy attached) confirmed this. On April 27, 1981, the Department of Transportation again rejected a drawing for

the interior illuminated signs for this project (copy attached). This letter was forwarded to Cascade Construction by Multnomah County on May 5, 1981 (copy attached). The signals were turned on on May 13, 1981 (copy attached) and at that time Hamilton Electric was still working with their supplier on the interior illuminated sign problem. Hamilton Electric reported additional follow-up on this problem through Cascade Construction on May 15, 1981 (copy attached). The problem with the signs drug on for sometime and on July 23, 1981 Hamilton Electric received a letter from the attorney for the supplier of the signs, Signals and Controls Systems, indicating that they felt that the furnished interior illuminated signs met the job specifications (copy attached). Hamilton Electric again had correspondence with the supplier on August 10, 1981 (copy attached) and transmitted copies of July 16, 1981 memo from the Multnomah County Department of Environmental Services and a July 28, 1981 letter from Multnomah County (copy attached). The supplier answered Hamilton Electric on August 14, 1981 (copy attached) and Hamilton Electric forwarded them to Cascade Construction on August 18, 1981 (copy attached). On October 26, 1981 Hamilton Electric received another letter from their supplier that indicated that they felt that the specifications were complied with by the interior illuminated signs (copy attached). The problem was again confirmed in an October 26, 1981 letter from Cascade Construction to Hamilton Electric (copy attached). On October 28, 1981 Hamilton Electric was advised by Cascade that the hubs originally submitted for this project were approved. Since the signs as originally submitted and furnished October, 1980 were ultimately declared satisfactory, Hamilton Electric should not be charged any time for the delay in the contract based on the alleged problem with the signs.

PRICE AGREEMENT #7

On October 10, 1980 Hamilton Electric was requested to provide a price for changing some loop feed wire at a controller box at 3rd and Burnside (copy attached). Hamilton Electric supplied a proposal for this change on October 14, 1980 (copy attached). Hamilton Electric was asked to provide an additional proposal on December 18, 1980 (copy attached). The final price agreement #7 was finally approved on February 24, 1981 and Hamilton Electric

was directed to proceed with the work (copy attached). This could only be done with proper weather. Hamilton Electric should be allowed additional contract time for the completion of Price Agreement #7.

TURN ON

On May 13, 1981 Hamilton Electric, Inc. was ready to turn on the signals for this project. The County Traffic Signal Engineer would not allow a complete turn on because he and his inspectors were in a class and could not be interrupted to complete the turn on. The new turn on date was scheduled for May 19, 1981 and was complete at that time. A letter from Cascade Construction dated May 26, 1981 indicated that the inspector was willing to grant an additional five days time extension for the delay in the signal turn on (copy attached).

9025

ELECTRICAL CONTRACTING

August 10, 1981

Signals & Control Systems
4580 150th Street, N.E.
Redmond, Washington 98052

RE: Bull Run Road

On August 7, 1981 Dick Lulay of the Multnomah County Traffic Signal Engineering office (Bob Johnson's office) contacted Betty Hanson in regard to the interior illuminted signs for the Bull Run Road project. We need to know immediately what you intend to do about these signs.

Very truly yours,

Emerson Hamilton

EH:grg

cc: Thomas H. Hoyt, Attorney
Monte McKeehen, Attorney
Cascade Construction

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

Kelsey
Jeckmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
OCT 16 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

October 10, 1980

Mr. George R. Morton, Vice Pres.
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

OE RE RME RCE UE
TE RECEIVED RSM
UE OCT 14 1980 RSC
SO REGION I RBI
TO

RE: S. E. Burnside Road - Contract #9025

Dear Mr. Morton:

The completion time on the above project was 270 calendar workdays, beginning September 25, 1979. This completion time expired on September 19, 1980. Liquidated damages will be assessed from that date until the project is completed, unless you can show extenuating circumstances.

As of this date, we have received no request from you for an extension of time.

Very truly yours,

OLIVER J. DONREIS
County Engineer

C. B. CUMMINGS
Assistant Engineer

CBC:im

cc: Mike Smith, OSHD

XC - Construction
Contract Payments

9025 (MEMORANDUM) 326-2559

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

S[illegible] VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION 3-16-82

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING

VOUCHER PERIOD
FROM 4/5/79
TO 1/31/82

☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
I-[illegible](4)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,433.84	$10,433.84	95.15%	$9,926.66	$9,926.66	$ 0.00

RECEIVED DIVISION OFFICE
BY [illegible] DATE

DIVISION OFFICE REVIEW MADE
BY [illegible] DATE

PASSED FOR PAYMENT
BY [illegible] DATE

REMARKS

R/W MAIN AVE - POWELL BLVD

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Main Ave.-Powell Blvd. Sec. Multnomah County					
	Type Code R.O.W. Right of Way (Sta. 357+82 To 451+50.41)					
	Right of Way	All Required			$9,000.00	
	Total R.O.W. Costs				$9,000.00	
	Acquisition Expense	All Required			$ 1,433.84	
	State					
	Total Participating Costs				$10,433.84	
	Participating cost are for right of way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	Right of way plans were approved by FHWA 1/15/80.					
	No revisions necessary					
	Prepared bas3d on Participating Costs as shown on Federal Billing as of 3/25/82.					

AMOUNT CARRIED FORWARD

	326	2558	430	00	P	1				9.29
	326	2558	713	00	P	1				2,810.30
	326	2558	920	00	P	1				58.36
	326	2558	930	00	P	1		23.55		741.91
	326	2558	950	00	P	1				59.12
			TOT	P1			486.93	3,503.94		65,763.83
			** JOB TOTALS **				486.93 **	3,503.94 **		65,763.83 **

MAIN AVE-POWEL BLV SE BRNSDE CONT NO FA PROJ NOS M 822004 100 STATE

326	2559	296	00	N	9	Tr. St.	51.46CR		9,192.21CR
326	2559	298	00	N	9	" Fed.	51.46		9,192.21
326	2559	401	00	P	1	Cost of Land			8,200.00
326	2559	403	00	P	1	Value of Bldgs & Equip.			800.00
326	2559	407	00	P	1	Appraisals			345.88
326	2559	412	00	P	1	Title Costs & Recording Fees			272.67
326	2559	413	00	P	1	Taxes			51.98

TOTAL TO DATE JOB COST SUMMARY — FEBRUARY 1982 — PAGE 829

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	2559	414	00	P	1	Negotiations Expense	6.60	164.40
	326	2559	920	00	P	1	Program Sect.		28.99
	326	2559	930	00	P	1	R/w Office Ex.	51.82	529.92
			TOT	P1				58.42	10,433.84
			** JOB TOTALS **				**	58.42 **	10,433.84 **

STLO-W CITY LIMITS-N OSWEGO CONT NO FA PROJ NOS X1 956009 100 STATE

326	2569	295	00	N	9			2,282.93	2,282.93
326	2569	296	00	N	9		14,405.91CR	22,271.71CR	32,506.86CR
326	2569	298	00	N	9		14,405.91	19,988.78	30,223.93
326	2569	401	00	P	1		8,100.00	16,335.00	16,335.00
326	2569	407	00	P	1			396.88	11,780.66
326	2569	412	00	P	1			171.08	474.43
326	2569	413	00	P	1		91.78	171.08	171.08
326	2569	413	00	N	1		24.40CR	24.40CR	24.40CR
326	2569	414	00	P	1			5,303.73	5,303.73
326	2569	426	00	P	1			66.91	66.91
326	2569	430	00	P	1				435.75
326	2569	920	00	P	1				14.94
326	2569	930	00	P	1		73.71	399.77	1,044.77
		TOT	P1				8,265.49	22,673.37	35,631.27
		TOT	N1				24.40CR	24.40CR	24.40CR
		** JOB TOTALS **					8,241.09 **	22,648.97 **	35,606.87 **

NE GLISON-SE GLENWOOD ST CONT NO FA PROJ NOS X1 699004 100 STATE

									699.66
326	2570	295	00	N	9		79.07	35,907.14	50,046.94

	326	2558	430	00	P	1			2,816.30	
	326	2558	713	00	P	1			58.36	
	326	2558	920	00	P	1		23.55	741.91	
	326	2558	930	00	P	1			59.12	
	326	2558	950	00	P	1			25.46	
			TOT	P1			486.93	3,503.94	65,763.83	
			** JOB TOTALS **				486.93 **	3,503.94 **	65,763.83 **	

MAIN AVE-POWEL BLV SE BRNSDE CONT NO FA PROJ NOS M 822004 100 STATE

326	2559	296	00	N	9	Tr. St.	51.46CR	9,192.21CR	
326	2559	298	00	N	9	" Fed.	51.46	9,192.21	
326	2559	401	00	P	1	Cost of Land		8,200.00	
326	2559	403	00	P	1	Value of Bldgs & Equip		800.00	
326	2559	407	00	P	1	Appraisals		345.88	
326	2559	412	00	P	1	Title Costs & Recording Fees		272.67	
326	2559	413	00	P	1	Taxes		51.98	

TOTAL TO DATE JOB COST SUMMARY — FEBRUARY 1982 — PAGE 829

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	2559	414	00	P 1	Negotiation Expense	6.60	164.40	
	326	2559	920	00	P 1	Program Sect.		28.99	
	326	2559	930	00	P 1	Rlw Office Ex.	51.82	679.92	
			TOT	P1			58.42	10,433.84	
			** JOB TOTALS **			**	58.42 **	10,433.84 **	

TLD-W CITY LIMITS-N OSWEGO CONT NO FA PROJ NOS X1 956009 100 STATE

326	2569	295	00	N	9		2,282.93	2,282.93	
326	2569	296	00	N	9	14,405.91CR	22,271.71CR	32,506.86CR	
326	2569	298	00	N	9	14,405.91	19,988.78	30,223.93	
326	2569	401	00	P	1	8,100.00	16,335.00	16,335.00	
326	2569	407	00	P	1			11,780.66	
326	2569	412	00	P	1		396.88	474.43	
326	2569	413	00	P	1	91.78	171.08	171.08	
326	2569	413	00	N	1	24.40CR	24.40CR	24.40CR	
326	2569	414	00	P	1		5,303.73	5,303.73	
326	2569	426	00	P	1		66.91	66.91	
326	2569	430	00	P	1			435.25	
326	2569	920	00	P	1			14.94	
326	2569	930	00	P	1	73.71	399.77	1,044.77	
		TOT	P1			8,265.49	22,673.37	35,631.27	
		TOT	N1			24.40CR	24.40CR	24.40CR	
		** JOB TOTALS **				8,241.09 **	22,648.97 **	35,606.87 **	

NE GLISON-SE GLENWOOD ST CONT NO FA PROJ NOS X1 699004 100 STATE

326	2570	295	00					699.66	
326	2570	295	00	N	9	79.07	35,907.14	50,046.94	

PREFIX	GRP	FL	FED AID PROJ	APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
302-2507	1	M	-2110-003	APPR-W32	124,378.00	286,658.82	152,141.11	88.15	134,112.39	124,378.00	9,734.39 B	
302-2508	1*	M	-2120-002	APPR-W32	11,928.17	15,727.07	13,527.07	88.18	11,928.17	11,928.17		
303-2528	1	XI	-9665-008	APPR-823	24,918.91	29,864.01	29,772.33	85.00	25,306.48	24,918.91	387.57 B	
303-2531	1	XIO	-9714-005	APPR-772	43,350.00	9,856.51	9,838.06	85.00	8,362.35	7,410.11		952.24
303-2532	1	XTO	-9665-009	APPR-772	34,000.00	42,858.29	42,858.29	85.00	36,429.55	34,000.00	2,429.55 B	
303-2534	1	XIO	-9659-009	APPR-772	7,990.00	21,849.55	21,849.55	85.00	18,572.12	7,990.00	10,582.12 B	
	2	XI	-9659-009	APPR-823	12,155.00			85.00				
2534	PREFIX TOTALS				20,145.00	21,849.55	21,849.55		18,572.12	7,990.00	10,582.12	
-2537	1	XIO	-9473-003	APPR-772		3,272.30	3,272.30	85.00	2,781.46		2,781.46 A	
306-2513	1	M	-2691-002	APPR-W32	84,998.00	97,955.00	91,814.49	85.77	78,749.29	78,749.29		
309-2507	1	M	-3225-003	APPR-W32		56,770.30	56,770.30	88.18	50,060.05		50,060.05 A	
315-2519	1	M	-3920-002	APPR-W32	11,154.00	13,680.37	13,637.09	85.80	11,700.62	11,154.00	546.62 B	
315-2523	1	M	-3920-004	APPR-W32	142,800.00	146,996.39	146,306.55	88.15	128,969.22	128,526.93		442.29
315-2524	1	RS	-A368-002	APPR-075	39,660.00	36,248.49	36,248.49	88.15	31,953.04	31,953.04		
315-2525	1	M	-2421-002	APPR-W32	134,032.00	12,042.62	12,042.62	88.18	10,619.18	9,873.44		745.74
317-2516	1	M	-3650-002	APPR-W32	79,362.00	82,626.82	82,478.93	88.18	72,729.92	72,572.85		157.07
320-2528	1	M	-1140-002	APPR-W32	88,180.00	60,170.92	60,233.52	88.18	53,113.92	52,628.78		485.14
322-2513	1	M	-2955-002	APPR-W32	13,496.00	26,308.57	26,278.57	81.80	21,495.87	13,496.00	7,999.87 B	
3 -2521	1	M	-5262-002	APPR-W32	10,578.00	8,047.70	8,047.70	85.77	6,902.51	6,902.51		
-2529	1	XIO	-1525-002	APPR-772	1192,125.00	48,566.85	48,596.85	85.00	41,307.32	39,306.91		2,000.41
324-2531	1	M	-1635-003	APPR-W32		114.80	114.80	88.15	101.20		101.20 A	
326-2554	1	M	-9793-002	APPR-W36	407,406.00	422,994.37	422,441.77	85.77	362,328.31	350,552.00		11,776.31
326-2556	1	XI	-9699-002	APPR-823	34,787.98	49,035.01	49,035.01	85.00	41,679.76	34,787.98	6,891.78 B	
326-2557	1	XI	-9699-001	APPR-823	40.82	47.58	47.58	85.80	40.82	40.82		
326-2558	1	XI	-9823-001	APPR-823	55,250.00	65,771.76	65,77..76	85.00	55,906.00	55,250.00	656.00 B	
326-2559	1*	M	-9822-004	APPR-W36	9,200.52	10,433.84	10,433.84	88.18	9,200.56	9,200.52	.04 B	

9025

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 23, 1982

Telephone 238-8226

In Reply Refer to
File No.
326-1935
326-1931

BEBE RUCKER
Multnomah County
Planning Division
2115 Southeast Morrison
Portland, OR 97214

Subject: West Interchange, Sellwood Bridge
Main Avenue-Bull Run Rd., East Burnside St.

Attached are summary sheets showing our estimates to complete work on the two subject projects. Attachments one and two compare our estimates in total and federal dollars with the current FHWA obligations.

On the Sellwood Bridge project, we anticipate that an additional obligation of $11,657 (federal) is needed to cover the final construction costs. On the Burnside Street project, we anticipate that there is a surplus of funds in the right-of-way and construction obligations.

The third attachment shows our estimate of state and county matching funds required for each project. For the Burnside Street project, the federal share of the construction is less than 85 percent of the total cost because of some non-participating signal work on that project. This non-participating work is the responsibility of the county.

The county has submitted advance deposits for each of these projects. Our records show advance deposits of $51,000 for the Sellwood Bridge project and $184,400 for the Burnside Street project.

THEODORE A. SPENCE
Plan and Program Manager

pa

Enclosures

cc Andy Cotugno
Gary Zehner
Jon Rose
Robin Brooks

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: Main Ave. - Bull Run Rd., E. Burnside St.

Jurisdiction: Multnomah County

Type of Federal Funds: e(4) Const. FAU PE & R/W OTHER

State Match Local Match

Current FHWA Obligation
~~MSD AUTHORIZATIONS~~ FED. $

~~Resolution No.~~

PE	ROW	CONST.
78,404 FAU	11,890 FAU	1,634,200 FAIX

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date

Feb. 18, 1982

PE	ROW	CONST.
Fed. 78,404	Fed. 9,250	Fed. 1,465,200
Total 91,429 (Final Voucher)	Total 10,500 Jan. '82	Total 1,785,000 Jan. '82

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
—	(2,640 FAU)	(169,000 FAIX)

COMMENTS: The estimates for right-of-way and construction are subject to final audit.

RECOMMENDED ACTION:

ACTION TO BE TAKEN:

Approved:

Date

Attachment 2.

2-19-82
2-23-82

Sellwood Bridge:

Phase	Total $	Federal $	State $	County $
PE	77,793	66,746	5523.	5523.
Const	1,050,000	892,500	66,979	90,521
Subtotal	1,127,793	959,246	72,502	96,044

Main - Powell, Burnside:

Phase	Total $	Federal $	State $	County $
PE	91,429	78,404	6,488	6,537
R/W	10,500	9,250	625	625
Const	1,785,000	1,465,200	155,139	164,661
Subtotal	1,886,929	1,552,854	162,252	171,823

Attachment 3.

9025.

January 14, 1982

Mr. Monte C. McKeehan
Attorney at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

COM 5
#9025

Dear Mr. McKeehan:

This will acknowledge your letter of January 11, 1982, addressed to the Secretary of State with a copy to the Department of Transportation with attached Release of Claim from Signals and Control Systems, Inc. This Release states that the claim in the sum of $22,857 against Cascade Construction Company is withdrawn.

This claim was filed on November 10, 1980, amended on August 18, 1981, and was against Cascade Construction Co., Inc. on Contract No. 9025 for work on N. Main Avenue-Bull Run Road in Gresham, Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor of this withdrawal.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

NOTED ON CARD
1-14-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R.-B. Salter*
Carleton H. A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

January 11, 1982

Secretary of State
State of Oregon
Salem, OR 97310

COPY FOR YOUR INFORMATION

Re: Release of Claim on Performance Bond
Allen Blvd., Job 9026; Bull Run Road, Job [redacted]; Bend South City Limits, Job 8950; Warren-Scappoose, Job 8798

also #8974

Dear Sir:

Enclosed for filing in each of the above matters is Release of Claim on Performance Bond.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen, P. C.

MCM:db

Enclosures

cc: Department of Transportation.
Thomas H. Hoyt

RECEIVED
JAN 1
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR.
Info | Invest | R/D | D R | Instn | Act | File

RELEASE OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION,
by and through the Oregon State
Highway Division

BE IT HEREBY ACKNOWLEDGED that the previous amended and supplemental claim on performance bond dated July 27, 1981, filed by Signals & Control Systems, Inc., a Washington corporation, against Cascade Construction Company, for the sum of $22,357.00 in reference to Department of Transportation Job No. [redacted] and against the surety bond being posted through Travelers Indemnity Company, said bond being dated September, 14, 1979, is hereby withdrawn with prejudice.

All sums due and owing pursuant to the terms and provisons of Signals & Control Systems, Inc. invoice number 0360 dated October 13, 1980 is hereby satisfied in full, payment being hereby acknowledged.

This Release of Claim on Performance Bond is being filed with the Secretary of State's office or the clerk or auditor of the Oregon Department of Transportation by and through the Oregon State Highway Division.

DATED this____day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
President

RECEIVED
JAN 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By _____

5496 9025

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SEP 1 1981
NORMA PAULUS
SECRETARY OF STATE

August 27, 1981

IN REPLY REFER TO
FILE NO.:

Mr. Monte C. McKeehen
Joseph, Gudger & McKeehen
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

CON 5
#9025

FILED
SEP 1 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. McKeehen:

This will acknowledge your letter of August 18, 1981, with attached amended and supplemental claim from Signals and Control Systems, Inc., in the amount of $22,857 for traffic signal equipment and related labor furnished to Hamilton Electric, subcontractor.

The claim states this is in reference to the Cascade Construction Co., Inc., Contract No. 9025 for work on the North Main Avenue-Bull Run Road in Gresham, Multnomah County.

The Travelers Indemnity Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
10-6-81 lmc

jas
cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

The Travelers Indemnity Co.
707 S. W. Washington Street
Portland, OR 97205

RECEIVED
SEP 14 1981

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JOSEPH, GUDGER & McKEEHEN
ATTORNEYS AT LAW
59 EAST 11TH AVENUE, SUITE A
EUGENE, OREGON 97401

JON A. JOSEPH
CHARLES M. GUDGER, III
MONTE C. McKEEHEN, P.C.

AREA CODE 503
686-2244

August 18, 1981

Department of Transportation
Transportation Building
Salem, OR 97310

Re: Claim on Performance Bond
Signals & Control Systems, Inc.,
Claimant - Cascade Construction
Co., General Contractor; Contract 9025

Gentlemen:

Enclosed is a true copy of the lien we are filing in the above entitled matter.

Very truly yours,

JOSEPH, GUDGER & McKEEHEN

Monte C. McKeehen

MCM:db
Enclosure

RECEIVED
STATE HWY ENGR
AUG 19 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
AUG 19 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AMENDED AND SUPPLEMENTAL CLAIM
ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc., by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $22,857.00 against the bond taken from Cascade Construction Company, P. O. Box 4267, Portland, Oregon 97208 and the surety thereon being Travelers Indemnity Company by way of performance bond No. 614E509-1 dated September 14, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the North Main Avenue-Bull Run Road, Multnomah County, Northeast Gresham, Oregon and in reference to Oregon State Highway job No. 9025. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 706, Eugene, Oregon 97440, who was a subcontractor of Cascade Construction Co.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 27 day of July, 1981.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
Title: Sec.-Treas.

CERTIFIED TRUE COPY
By _____

EXHIBIT "A" TO AMENDED AND SUPPLEMENTAL
CLAIM ON PERFORMANCE BOND

Signals & Control Systems, Inc. equipment furnished, together with labor for installation re: Invoice 0360 - invoice dated October 13, 1980:

54	Signal Heads	
44	PED HEADS	$20,734.00
	Illuminated signs and mounting hardware	$ 6,482.00
	Illuminated signs, mounting hardware and signal heads	$ 5,930.00
		$33,146.00
	LESS CREDIT FOR PAYMENT MADE	-10,289.00
	FINAL BALANCE DUE:	$22,857.00

9025

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION 7-10-81

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 5-4-77 — TO 8-3-79

FEDERAL AID PROJECT NO. M-9822(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$91,403.12	$91,379.72	86.57%	$78,403.80	$78,403.80	$ 00.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon

7/10/81 V.E. Strong, Controller

$ 0.00

FORM PR-20A
(Rev. 8-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATION (Payee must not use this column)
	Main Ave.-Powell Blvd. Section Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Multnomah County		Lump Sum		$62,269.80	
	State		All Required		28,767.86	
	Total Participating Preliminary Engineering				$91,037.66	
	Misc. Project Cost					
	Audit Expense		All Required		342.06	
	Total Participating Cost				$91,379.72	
	Nonparticipating Cost					
	State P.E.		All Required		23.40	
	Total Project Cost				$91,403.12	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/23/81.					

AMOUNT CARRIED FORWARD

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 1045

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326 1929	911	00	P	1			115.68
	326 1929	912	00	P	1			50.00
	326 1929	913	00	P	1			241.13
	326 1929	915	00	P	1			201.64
	326 1929	920	00	P	1			346.44
	326 1929	921	00	P	1		1,000.00CR	264.64
	326 1929	921	00	P	2			1,000.00
	326 1929	922	00	P	1			44.01
	326 1929	923	00	P	1			62.47
	326 1929	923	00	P	2			2,360.74
		TOT	P1					2,476.06
		TOT	P2					6,637.53
		** JOB TOTALS **				**	**	9,113.59 **

MAIN AVE-POWELL BLVD — CONT NO * FA PROJ NOS M 9822002 100 — STATE

	326 1931	296	00	N	9	Tr. St.		78,403.80CR
	326 1931	298	00	N	9	" Fed.		78,403.80
	326 1931	901	00	P	1	Proj Mgr.		2,894.16
	326 1931	901	00	N	1			49.21
	326 1931	903	00	P	1	Pay Loc Govt.		62,270.74
	326 1931	905	00	P	1	Final Ocs		2,619.79
	326 1931	909	00	P	1	R/w Desc		247.68
	326 1931	910	00	P	1	Req. Geol.		3,688.71
	326 1931	911	00	P	1	Tr. Sec.		12,677.50
	326 1931	913	00	P	1	R/w Liais.		2,293.27
	326 1931	914	00	P	1	Req. Ut. Liais.		20.20
	326 1931	915	00	P	1	Audit		342.06
	326 1931	920	00	P	1	Proj. Sec.		155.87
	326 1931	921	00	P	1	Specs.		2,176.71
	326 1931	922	00	P	1	Adm. Serv.		237.31
	326 1931	923	00	P	1	Env. Sec.		1,671.01
	326 1931	927	00	P	1	Free Br. Des.		84.71
		TOT	P1					91,379.22
		TOT	N1					49.21
		** JOB TOTALS **				**	**	91,428.93 **

4TH BROADWAY 10TH PORTLAND — CONT NO * FA PROJ NOS M 000C004 100 — STATE

	326 1932	295	00	N	9			216.00
	326 1932	296	00	N	9			2,326.20CR
	326 1932	298	00	N	9			2,610.20
	326 1932	901	00	P	1			4.30
	326 1932	905	00	P	1			141.03
	326 1932	911	00	P	1			1,616.89
	326 1932	920	00	P	1			192.42
	326 1932	921	00	P	1			1,087.55
		TOT	P1					3,042.19
		** JOB TOTALS **				**	**	3,042.19 **

9025

COR 5

DATE: June 25, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9622(5)

Contract 9025, Work Completed June 1, 1981

Project N. Main Ave.-Bull Run Rd.

Highway FAU 9322 (SE Burnside Rd.)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
E. L. Hardt
R. D. Church

9025

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Main Ave. Bull Run Rd.		WEEK ENDING: 2-6-81
		SECTION PREFIX: 326-1020
HIGHWAY: FAU 9822 S.E. Burnside Rd.		COUNTY: Multnomah
NAME OF JOB: S.E. Burnside Rd.	KIND OF WORK: Grading, paving, signals	
CONTRACTOR: Cascade Construction Co. Inc.	CONTRACT NUMBER: 9025	FEDERAL AID PROJECT NUMBER: 1X9822(5)
DATE OF CONTRACT: 9-13-79	DATE WORK STARTED: 1-15-80	ESTIMATED COMPLETION DATE: 3-1-81
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 270	CALENDAR DAYS USED 342
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 126.7%
PROJECT AUTHORIZATION: $ 1,910,137.50	ENGINEERING AUTHORIZATION $ 135,832.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92%
EXCLUSIVE OF ENGINEERING: $ 1,774,305.50	ENGINEERING COST TO DATE $ 65,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.5%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,774,305.50		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 47.9%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	99%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.45	1.45			1.45
MILES PARTIALLY COMPLETED					0.10
MILES COMPLETED	1.45	1.45			1.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4500 CY	6000 Ton			13,700 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4500 CY	10,000 Ton			13,700 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4500 CY	10,000 Ton			13,650 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Fair	0		No Count until 3-1-81
MONDAY 2	Fair	0		
TUESDAY 3	Cloudy	0		
WEDNESDAY 4	Cloudy	0		
THURSDAY 5	Fair	0		
FRIDAY 6	Fair	0		
SATURDAY 31	Fair	0		

RECEIVED
FEB 11 1981
CONSTRUCTION BRANCH

Reesey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

OE RE RME RCE DE TE UE SO TO

RECEIVED 1981 REGION 1

RSM RSC RBI

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No Work
MONDAY 2	No Work
TUESDAY 3	No Work
WEDNESDAY 4	No Work
THURSDAY 5	No Work
FRIDAY 6	No Work
SATURDAY 31	No Work

REMARKS

Accomplished this week
Nothing

Anticipated next week:
possibly do some signal work

SIGNED A B Cummings LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

5496

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

November 20, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#9025

Joseph, Gudger, McKeehen & James
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

FILED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter dated November 10, 1980, with attached Notice of Claim on behalf of Signals and Control Systems, Inc., indicating that Hamilton Electric, subcontractor, owes them for traffic signal equipment and labor in the amount of $20,734.

The claim states this is in reference to the Cascade Construction Co., Inc. Contract No. 9025 for work on North Main Avenue-Bull Run Road in Gresham.

The Travelers Indemnity Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of the claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-25-80 dmc

RECEIVED
NOV 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOSEPH, GUDGER, McKEEHEN & JAMES
ATTORNEYS AT LAW
59 EAST 11TH AVENUE, SUITE A
EUGENE, OREGON 97401
AREA CODE 503 - 686-2244

COTTAGE GROVE OFFICE
942-7311

JON A. JOSEPH
CHARLES M. GUDGER, III
MONTE C. McKEEHEN
DAVID W. JAMES, JR.

REPLY TO EUGENE OFFICE

November 10, 1980

Clerk
Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 997310

Re: Filing Notice of Claim on Bond pursuant
to ORS 279.528
Signals & Control Systems, Inc., Claimant;
Cascade Construction Co., General Contractor;
Oregon State Highway Division, Public Body Letting
Contract; -- Contract No. No. 9025

Dear Sir:

Enclosed is a true copy of the lien we are filing in the above entitled matter.

Very truly yours,

JOSEPH, GUDGER & McKEEHEN

Monte C. McKeehen

MCM:db
Enclosure

RECEIVED
NOV 1
COM
DEPARTMENT OF
JGS

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $20,734.00 against the bond taken from Cascade Construction Company, P. O. Box 4267, Portland, Oregon 97208 and the surety thereon being Travelers Indemnity Company by way of performance bond No. 614E509-1 dated September 14, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the North Main Avenue-Bull Run Road, Multnomah County, Northeast Gresham, Oregon and in reference to Oregon State Highway job No. 9025. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440, who was a subcontractor of Cascade Construction Co.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 7th day of December 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
Title: Sec./Treas.

RECEIVED
DEC 10 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By _____

CLAIM ON PERFORMANCE BOND

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE
HIGHWAY - DEPARTMENT OF
TRANSPORTATION JOB #9025

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 0360 - invoice dated October 13, 1980:

54	Signal Heads	
44	PED HEADS	$20,734.00

RECEIVED
NOV 1? 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

#1025

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-23-80

FEDERAL AID PROJECT NO.: M-9822(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 71416

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '80
REFER TO
FOR
Info | Instes | R/D | D/R | Sign | Adj | File

6-27 ok

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/23/80	FAU 9822	County Road

GENERAL LOCATION:

Main Avenue - Powell Blvd. Section

GENERAL DESCRIPTION OF WORK:

*Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) Program Change See below

REMARKS

As requested in Mr. Swan's letter of 6/16/80 I approve the revised Preliminary Engineering Costs to a TEC of $89,050 Federal Funds $76,404.

(Increase TEC $22,050 Federal funds $76,404)

(Note: PS&E approval for construction phase of this project granted 8/1/79)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/23/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—831-086

9025

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 25, 1978

6-16-80

Federal Aid Project
No. M-9822(2)

Main Ave.-Powell Blvd. Section
Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 67,000.00
	Total	$ 67,000.00

Length of Project - - - - - - - 0.85 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$67,000.00	$ 57,486.00	$4,757.00	$ 4,757.00

Prefix 326-1931 ~~324-1937~~
Group 1-100%
Pro Rata-85.8%

185,213 MSD Tip as of 3-10-80
m-9822(3) 128,700 -
m-9822(2) = 57,486 - fa.
186,186 -
+ 18,747 -
# 204,933 -

88,950 - TC.
85.8%
76,233 federal funds.
Increase of # 18,747 - on this project
This money already spent so not eligible for
I-x funding however m-9822(3) has only
28,000 + left out of the # 128,700 available so
28,000 + spend out of this # 128,700 available so
increase in 'm' funds could be taken from that project.
MSD Tip = 185,218 -
Need = 204,933 -
# 19,720 - Increase over
MSD Tip

6-16-80
Mox says ok to above
borrow from unused FA from FAU
Use FAI-X on next section.

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

PRO 6-2

TO: D. H. Moehring
Project Management

Attn: D. E. Swan

DATE: June 13, 1980

From: Frank E. Terpin
Location Engineer

Subject: Main Avenue-Powell Boulevard Section
East Burnside Street
Multnomah County

In response to your request for justification of additional expenditure of preliminary engineering, we submit the following:

The present preliminary engineering program dates back to 1977. In addition to inflation, the following listed reasons account for a need for a funding increase.

The base design charges (910) were not anticipated originally. The County requested that ODOT evaluate the existing base and surfacing to determine the roadbed structural requirements.

The traffic charges (911) also were not anticipated originally. These costs are attributable to the design of numerous signal installations with intertie and pre-emption properties.

A contract for work on the subject section was awarded last September at a cost of $1,910,000.

Present Authorization	$67,000
Additional	21,850
TOTAL	$88,850

Attached is a functional accounting of costs.

JWG:ja

Enc.

cc/enc. Don Adams

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	2,500	2,800
902	Citizens involvement	10,000	16,200
903	Payment to local government		
904	Consultant fees	2,000	2,700
905	Final Design		
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		200
909	Right of way descriptions		3,700
910	Soils and geology		12,700
911	Signing (traffic department)		
912	Landscape department		1,000
913	Right of way - liaison & relocation	500	
914	Utility liaison		
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		150
920	Project management	1,500	2,700
921	Specifications		
922	Administrative Services - engineering	300	1,700
923	Environmental Section		
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
927	Free Bridge Design to Counties		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 67,000	$ 88,850

Section: MAIN AVE. - POWELL BLVD.

Highway: EAST BURNSIDE

County: MULTNOMAH

Prefix: 326-1931

STATE COPY

9025

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 2-23		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: IX-9822(5)
MODIFICATION NUMBER:		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 79 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,805,815	$ 1,922,590
Federal funds	$ 1,534,942	$ 1,634,200
Other revisions		

This modification is made for the following reasons:

To include additional total cost and federal funds retained in reserve on previous estimate of October 2, 1979.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of February, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-103	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1210-79	Oregon County Multnomah Project No. IX-9822(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. E. Burnside Rd. (Gresham)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.85
OTHER *(Specify)*		

FUNDS Pro Rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,805,815.00	$ 1,534,942.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator December 10, 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. IX-9822(5)

N. Main Ave.-Bull Run Rd. Section
County Road in Multnomah County

Project Agreement Estimate

Type Code 6104
Roadway (Sta. 357+82 to Sta. 434+30)

Mobilization	All Required		$ 50,000.00
Temporary Protection and Direction of Traffic	All Required		27,500.00
Temporary Signs	360 Sq.Ft.	10.00	3,600.00
Temporary Barricades	21 Each	150.00	3,150.00
Flagmen	2,000 Hour	20.00	40,000.00
Clearing and Grubbing	All Required		12,500.00
Removal of Structures and Obstructions	All Required		9,500.00
Borrow Excavation	5,280 Cu.Yd.	7.00	36,960.00
General Excavating	4,500 Cu.Yd.	7.00	31,500.00
Extra for Hauling Existing Pavement	1,050 Cu.Yd.	5.00	5,250.00
Trench Excavation	2,100 Cu.Yd.	6.00	12,600.00
Finishing Roadbed and Slopes	All Required		15,000.00
Watering	50 M-Gal.	25.00	1,250.00
3/4" - 0 Aggregate Base	90 Ton	18.00	1,620.00
1-1/2" - 0 Aggregate Base	1,000 Ton	10.00	10,000.00
Cement Treated Subgrade	21,000 Sq.Yd.	2.75	58,300.00
Cement for Treated Subgrade	750 Ton	90.00	67,500.00
Aggregate for Treated Subgrade	5,000 Ton	9.00	45,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	13,700 Ton	15.00	205,500.00
Asphalt Cement Mixture	890 Ton	90.00	80,100.00
Asphalt in Tack Coat	15 Ton	300.00	4,500.00
Miscellaneous Concrete	50 Cu.Yd.	300.00	15,000.00
8-inch Sewer Pipe	500 Lin.Ft.	13.50	6,750.00
12-inch Sewer Pipe	3,760 Lin.Ft.	12.00	45,120.00
18-inch Sewer Pipe	370 Lin.Ft.	17.00	6,290.00
60-inch Sewer Pipe	415 Lin.Ft.	60.00	24,900.00
66-inch Sewer Pipe	217 Lin.Ft.	70.00	15,190.00
60-inch Double Miter Joint	1 Each	2,650.00	2,650.00
60-inch Round to 48-inch Arch Taper Section	1 Each	2,850.00	2,850.00
Extra for Pipe Under Pavement	400 Lin.Ft.	11.00	4,400.00
Bedding Material	680 Cu.Yd.	20.00	13,600.00
Concrete Manholes	16 Each	1,600.00	25,600.00
Special Manholes	1 Each	13,325.00	13,325.00
Concrete Inlets, Type GB-1	38 Each	425.00	16,150.00
Setting Monument Bases	4 Each	75.00	300.00

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. IX-9822(5)

4-inch Concrete Walks and Driveways	5,580 Sq.Yd.	16.25	90,675.00
6-inch Concrete Driveways	1,000 Sq.Yd.	20.65	20,650.00
Wheel Chair Ramps	4 Each	415.00	1,660.00
Concrete Curbs Type "C"	8,250 Lin.Ft.	5.20	42,900.00
Concrete Curbs Type "C" Modified	500 Lin.Ft.	1.95	975.00
Extra for Asphalt Approaches	10 Each	250.00	2,500.00
Extra for Asphalt Islands	305 Sq.Yd.	5.00	1,525.00
Adjusting Manholes	29 Each	110.00	3,190.00
Reconstructing Concrete Manholes	2 Each	750.00	1,500.00
Adjusting Monument Boxes	5 Each	50.00	250.00
			$1,079,280.00

Anticipated Items		
Permanent Signing	All Required	$ 1,500.00
Permanent Pavement Striping	All Required	6,000.00
Temporary Pavement Striping	All Required	5,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	1,000.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 15,100.00
	Subtotal	$1,094,380.00
	Engineering	136,797.00
	Total	$1,231,177.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Location "B"	All Required	$ 465,625.00
Fire Pre-emption Devices	All Required	45,165.00
	Subtotal	$ 510,790.00
	Engineering	59,328.00
	Engineering (Signal Controller)	4,520.00
	Total	$ 574,638.00

Length of Project - - - - - 0.85 Mile
Cost of Roadway Per Mile - $1,448,443.52

Retain in Program Status
(Not included in amounts below)

Asphalt Cement Adjustment	All Required	$ 26,000.00

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. IX-9822(5)

Summary of Funds (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadwork	$1,231,177	$1,046,500	$110,806	$ 73,871
Traffic Signals	574,638	488,442	51,717	34,479
Subtotal	1,805,815	$1,534,942	$162,523	$108,350
Reserve	116,775	99,258	10,510	7,007
Total	$1,922,590	$1,634,200	$173,032	$115,357

Group 1 - 100%
Prefix 326-1931
Prefix 326-1020
Contract No. 9025

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. IX-9822(5)

Nonparticipating State Work

Nonparticipating Items

Traffic Signal Installation Location "A" (A & Z)	All Required		$ 46,390.00
Setting Mailbox Posts	9 Each	60.00	540.00
Spare Controller	1 Each	14,400.00	14,400.00
	Total		$ 61,330.00
Signal Controller Testing (A & Z) (Mercury Developers)			880.00
			$ 62,210.00

9025

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-30-79

FEDERAL AID PROJECT NO. 9822(5)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90166

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5-'79
REFER TO
FOR
Info | Invest | P/D | D.A. | Sec. | Act. | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-13-79	11-30-79	FAU 9822
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

N. Main Ave - Bull Run Road Section

GENERAL DESCRIPTION OF WORK:

Revised construction costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-5-79 I approve the revised construction costs to a TEC of $1,922,590 with Federal funds limited to $1,634,200.

(Increase TEC $184,707 - Federal Funds $157,000 Advice No. 823-10-0-01 dated 11-30-79).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

#9015

bc H. S. Coulter (enc.)
Jack Sollis "
R. N. Bothman "
C. T. Keasey "
R. L. Schroeder "
D. H. Moehring "
J. H. Versteeg "
L. E. George
E. L. Hardt "
C. O. Fredrickson "
Alfred Shirley, Jr. "
Dale Allen "
W. E. Schwartz "

October 19, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

complete file
Jra 16-6

Dear Mr. Green:

Green Arrow Application - MUTCD
Your File HFO-OR/520.6
XRef: IX-79(6)
IX-9822(5)

Since I wrote you October 11, we have conducted a legal review of State statutes regarding signing to be used in conjunction with a signal head for a mandatory right-turn condition.

This review indicates that we can eliminate the sign indicating a prohibition for straight-through and left-turn traffic.

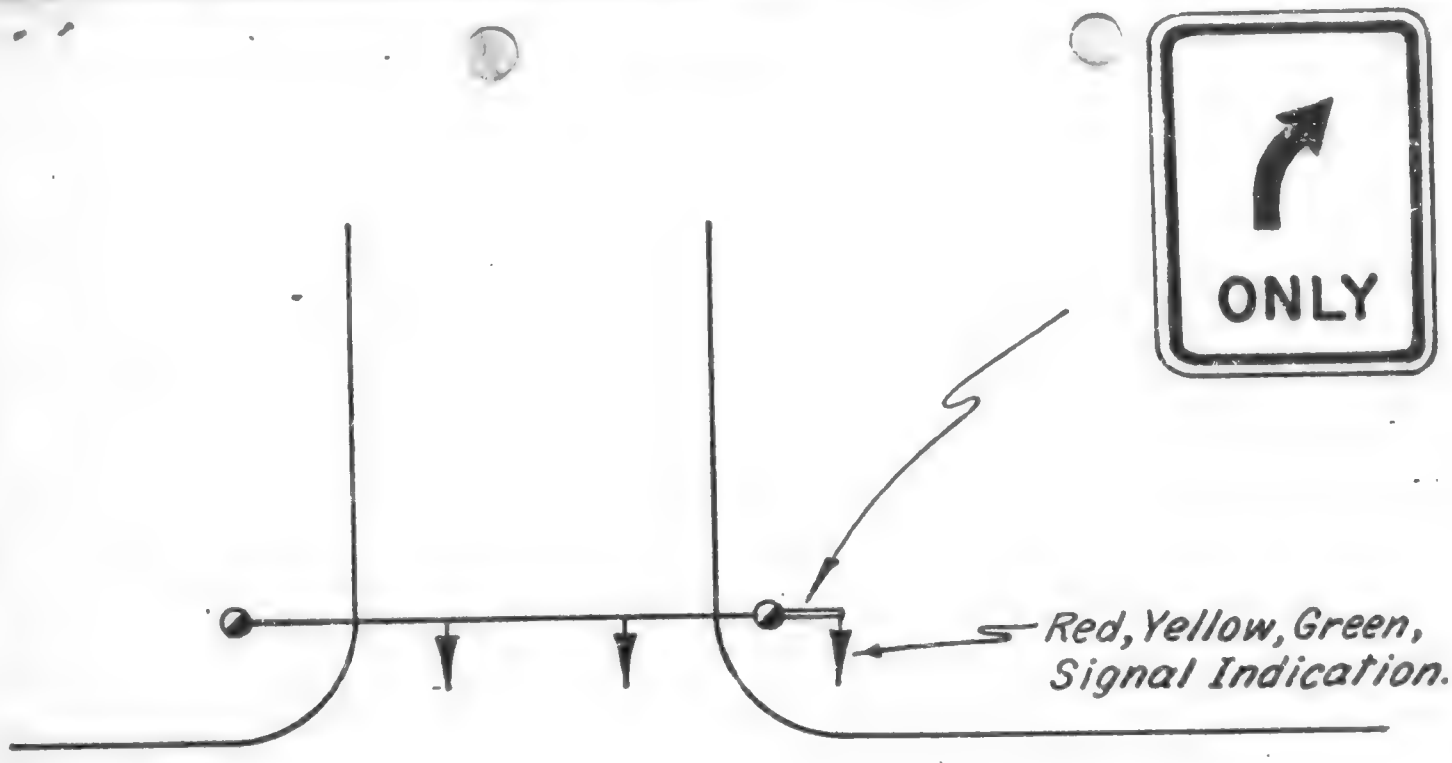
All on-going Federal-Aid projects, as well as those being prepared for PS&E, will be revised to conform with the attached sketch.

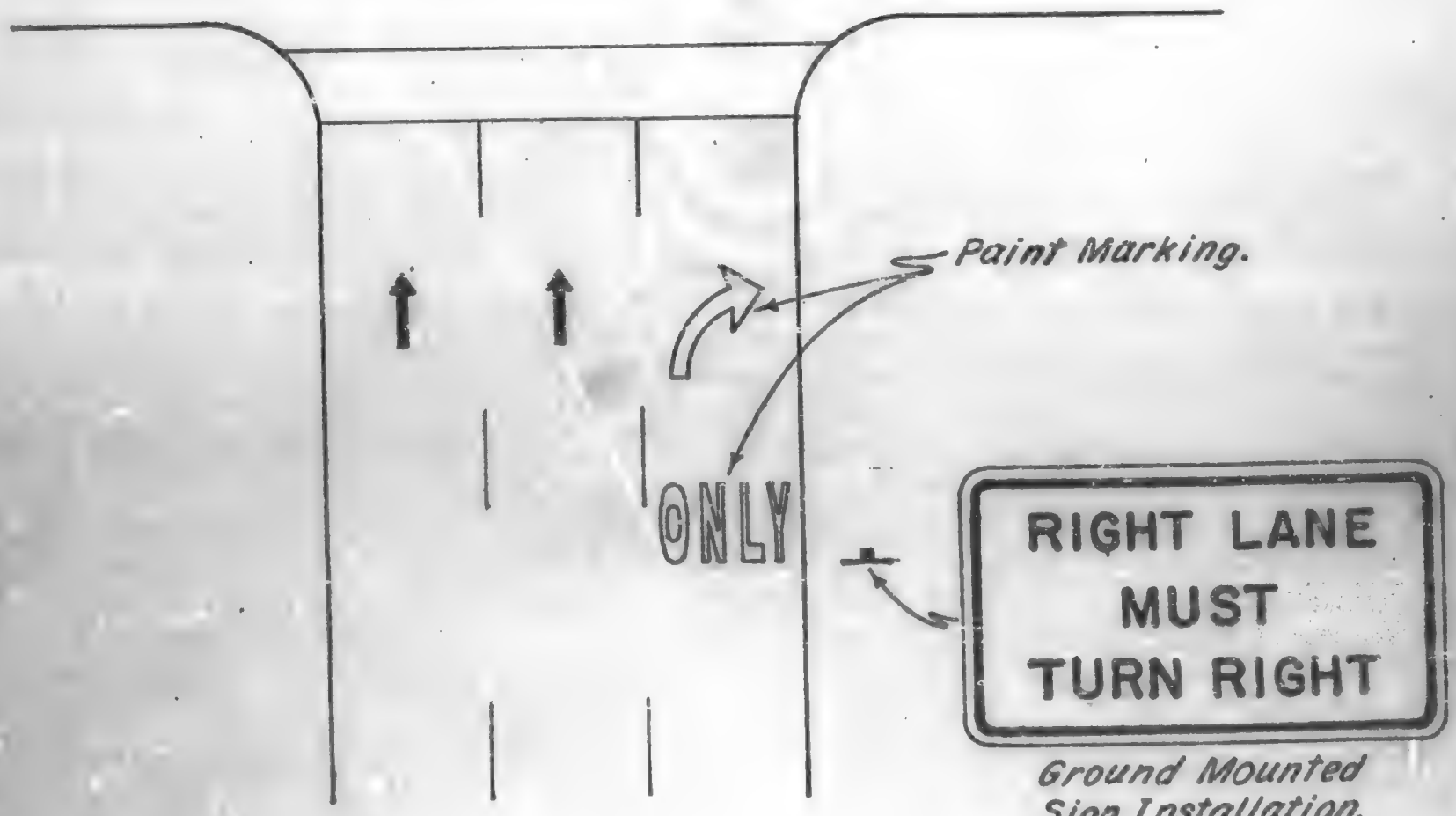
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

Attachment





Ground Mounted
Sign Installation.

T.E. Drwg. No. 5428

Form FHWA 121 (6/78)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Green Arrow Application - MUTCD

Date: October 15, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR/520.6
XRef: IX-79(6)
IX-9822(5)

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Copy to TRA 16.6 # 902.6

By October 11, 1979, letter Mr. Hunter proposed a signing plan to be used in conjunction with the signal head for a mandatory right turn condition. The plan is considered acceptable with one minor modification. The proposed sign which includes a prohibitive left turn or through movement symbol along with a right turn only arrow should be revised. The prohibitive left turn or through movement symbol is redundant, could be confusing to the motorist, and should be removed from the sign.

The proposal is otherwise acceptable and necessary changes to existing projects and future PS&E's should be implemented immediately as suggested by Mr. Hunter. A program should also be instigated to bring any existing nonconforming green arrow installations into conformance with this plan.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
FOR
Info | Init | R/D | Ck | Ann | Ret | File

cc: Hunter

9.2.5

bc H. S. Coulter (enc.)
Jack Sollis "
R. N. Bothman "
C. T. Keasey "
R. L. Schroeder "
D. H. Moehring "
L. E. George
E. L. Hardt "
C. O. Fredrickson "
Alfred Shirley, Jr. "
Dale Allen "
W. E. Schwartz "

October 11, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

copy TRA 16-6

Green Arrow Application - MUTCD
Your File HPO-OR/520.6

Your September 28 letter stipulated revisions to modify traffic signals on Project IX-79(6), Allen Boulevard Interchange Section; and Project IX-9022(5), North Main Avenue-Bull Run Section, to comply with the requirements of the Manual on Uniform Traffic Control Devices. 9021 9025

The enclosed sketch shows the forced right-turn lane situation that is under question. A combination of signs and markings will be used to satisfy the Federal requirements and to comply with the requirements of State law.

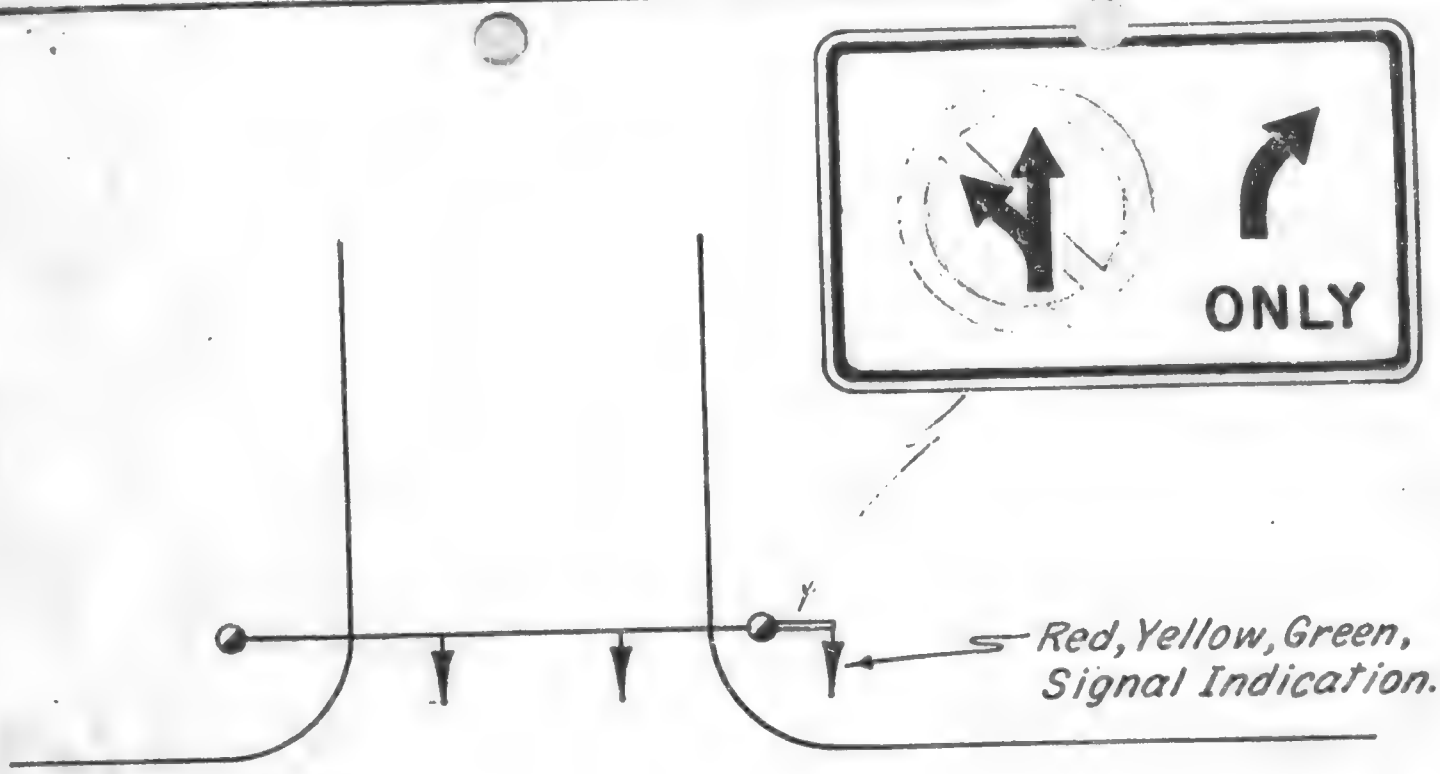
Unless you have an objection, we will proceed immediately to revise, where applicable, all ongoing Federal-Aid contract projects, as well as those being prepared for PS&E.

Very truly yours,

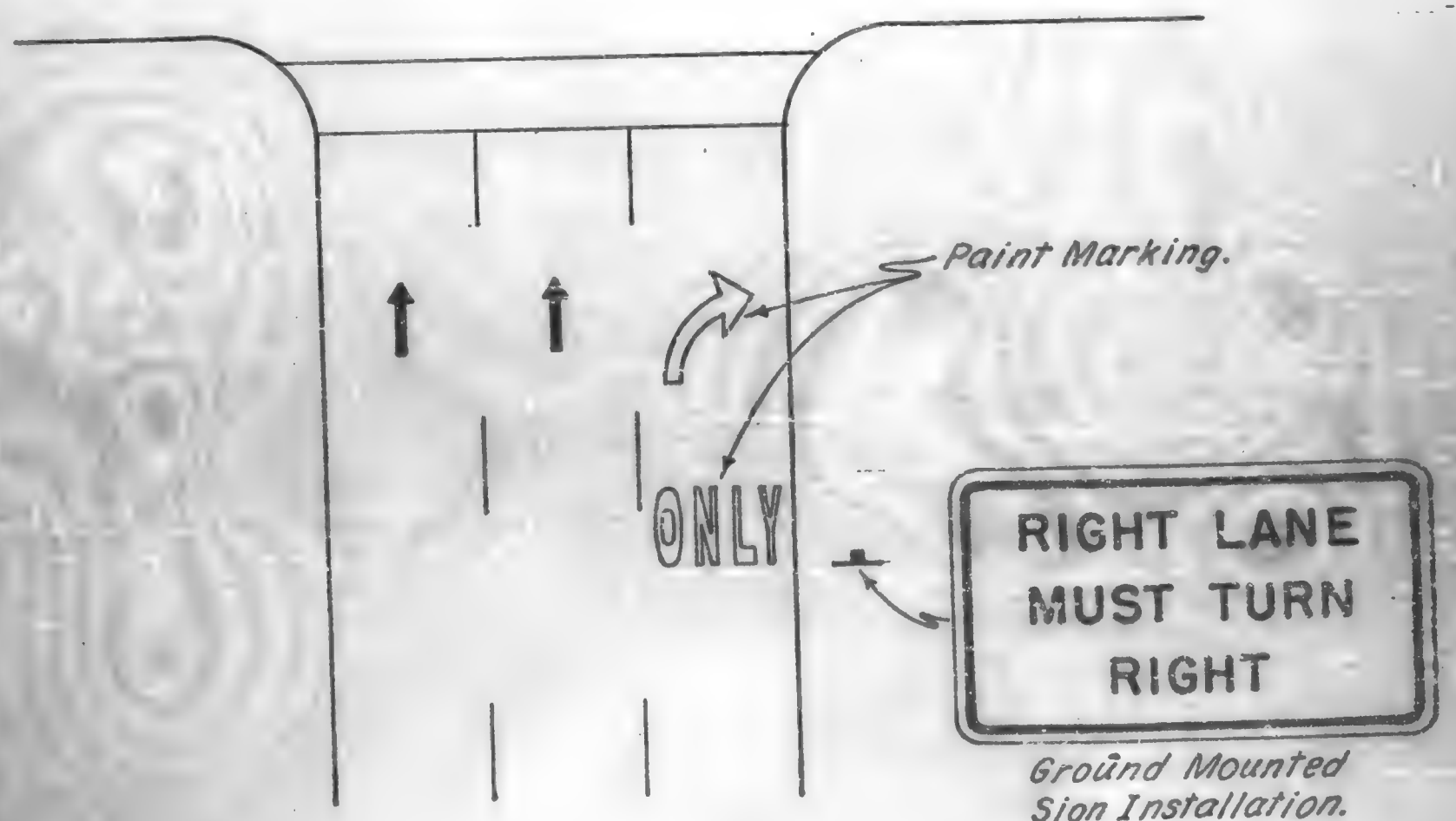
E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

LEG:ds ja



Red, Yellow, Green,
Signal Indication.



Paint Marking.

Ground Mounted
Sign Installation.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 28, 1979

In reply refer to: HPO-OR/520.6

SUBJECT: Green Arrow Application - MUTCD
(Mr. Hunter's ltr, 9-14-79)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We submitted your request for an interpretation concerning Oregon's use of the green right turn arrow to our Region Office for action. The Regional Administrator has upheld our determination that the use of the arrow in conflict with other movements is not acceptable. Therefore, Federal-aid funds cannot participate in any costs of a project which is not designed and constructed in accordance with the Manual on Traffic Control Devices.

Please take steps to modify the signals on Project IX-79(6), Allen Boulevard Interchange Section, and Project IX-9822(5), North Main Avenue - Bull Run Section, to conform to the MUTCD. We also request that you review other previously constructed Federal-aid projects involving green right turn arrows and take steps to correct any nonconforming situations.

The Region Office did not consider it appropriate to submit this matter to the Secretary of Transportation's office, since the Secretary has delegated authority to administer the Federal-aid Highway Program to the Federal Highway Administrator, who in turn has delegated the day-to-day operations, including making rulings on such items as the present issue, to our respective offices.

Should you feel that Oregon's practice concerning green arrows is safer and more conducive to traffic convenience than the alternatives permitted by the MUTCD, you should request a change in the MUTCD or request permission to experiment in accordance with Section 1A-5.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 1 - '79
REFER TO
Hunter
FOR

RECEIVED
TRAFFIC SERVICES
OCT 1 '79
Ted George

Vic Atiyeh

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, OR 97301

Dear Mr. Green:

Enclosed is a legal analysis by our Chief Counsel's office of the situation involving the use of the green right-turn arrow signal indication in Oregon.

In order to determine with any degree of accuracy the intent of 23 CFR Subpart F (1979) and the manual it incorporates by reference, it appears that a high level Federal interpretation is required.

Such an interpretation affecting State's rights and critical liability exposure of both agencies makes it desirable to obtain an interpretation from the highest level of the Federal Highway Administration. The results could be a vital factor to public safety and Highway Division liability in the State of Oregon.

The purpose of this letter is to officially request through your office that this matter be presented to the Secretary's office for a determination. We will be pleased to work with you in furnishing any other data which may be of assistance.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
J. L. Sollis
D. H. Moehring (enc.)
L. E. George

LEG:ds/ESH:ja

9025

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Additional IX Funds for PA
Item No. 7?416
Project No. IX-9822(5)
N. Main Ave.-Bull Run Rd. Sec.
E. Burnside Road
Multnomah County

We request additional Interstate Substitution General Funds financing for the subject project based on the fact that the project agreement estimate exceeds the funds requested in our June 11 letter. Approval of this request will involve additional estimated total cost of $184,707 and obligation of $157,000 in Federal Funds.

A tabulation of the amounts involved are as follows:

Request	TEC	FF	State & Co.
Present	$1,922,590	$1,634,200	$288,390
Orignal	1,737,883	1,477,200	260,683
Difference	$ 184,707	$ 157,000	$ 27,707

JLG:dmc
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
[redacted]

Form 734-3122

9025

August 30, 1979

Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97204

Attn: Oliver Domreis
County Engineer

Gentlemen:

The Oregon State Highway Division (OSHD) and Multnomah County (County) have received acceptable bids for construction of the North Main Avenue - Bull Run Road Section of S.E. Burnside Road. A traffic signal is to be installed at "Location A" as a part of the project. Said traffic signal is to accommodate a commercial development, and costs of the installation are not eligible for federal aid participation. A & Z Development Company, represented by Mr. David Zimel, has agreed to pay all costs associated with the testing and installation of the traffic signal subject to the following stipulations.

A & Z Development Company shall deposit their Letter of Credit in the amount of $47,270 with OSHD. Said Letter of Credit shall be assigned an identifiable account number, and shall not be drawn upon until such time as the contractor requests payment for the traffic signal installation.

The County advance deposit of $184,400, requested by letter of August 24, 1979, shall be reduced by $47,270 to an adjusted amount of $137,130.

Upon receipt of County's advance deposit and A & Z Development Company's Letter of Credit, OSHD shall award the contract to Cascade Construction Company, Inc.

If this arrangement is acceptable, please indicate your approval by signature in the appropriate space below.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Assistant State Highway Engineer
Oregon Department of Transportation

MCH:pf

MULTNOMAH COUNTY

By _____
County Engineer

A & Z DEVELOPMENT CO.

By _____

Title _____

9025

August 24, 1979

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97204

Attn: Oliver Domrein
County Engineer

Gentlemen:

On August 23, 1979 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for construction on the North Main Avenue - Bull Run Road Section, NAH 9012. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items		$1,585,870.00
Permanent Signing	1,500.00	
Permanent Pavement Striping	6,000.00	
Temporary Pavement Striping	3,000.00	
Remove Pavement Striping (Paint. & Temp.)	1,000.00	
Asphalt Cement Adjustment	16,000.00	
On the Job Training (2)	1,600.00	
	$1,615,970.00	
	x .06	
County's Costs	$ = 97,438.20	$ 97,438.20
Non Participating Items		
Bat Hall Box Power		360.00
Signal at Int. A		46,390.00
Fire Preemption Devices		4,200.00
System Controller		14,400.00
Signal Controller Testing		600.00
4 1/2% Contingencies	$ 66,000.00	7,342.67
8% Engineering	121,340.14	13,[illegible]
ESTIMATED TOTAL COST	$1,[illegible]	$184,[illegible]

County's Advance Deposit: say $184,400.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 14, 1979.

9-13-79
Rec'd 137,130
Ck Hw Cr. #7,270
Notified Jan Rose
2

David Zimel

Please make your check for $184,400.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 426, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. K. Swan
Operation Programming Engineer

DKS:pf

bcc w/AD # 675: Jon Rose, Region 1 Federal Aid Specialist
Vern Sheng - Please return completed AD # 675 when check is received.

9025

9822

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 23, 1979

BILL OCKERT
Transportation Director
Metropolitan Service District
527 Southwest Hall
Portland, OR 97201

Subject: Administrative Adjustment on East Burnside Road/
Main to Bull Run

As we discussed, the bid on the subject project is $1.57 million. In checking with Bill Pettis, it appears that we have a MSD authorization as of December 1978 of $1,477,209. The bid is approximately 6% in excess of the authorization and in following the overrun process, proceeded on the basis of an administrative adjustment to the MSD authorization to cover the additionally needed funds.

TED SPENCE
Policy & Planning Coordinator

TS/po

cc: Bill Pettis
Max Klotz

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 23 1979
REFERRED TO
FOR
FILE: PM FA LG.

Form 734-3122

9025

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9822(5)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM NO.:

ITEM NO.: 90166

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-6 orig

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-1-79	FAU 9822	County Road

GENERAL LOCATION:
N. Main Avenue-Bull Run Road Section

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Perm. Signing	$ 1,500
Temp. & Perm. Paving Striping	11,000
Remove Striping	1,000
On the Job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS: After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Swan's 7-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,737,889 - Federal Funds $1,477,200 subject to an agreement reached between your office and this office on 8-22-79 relative to the conflict with the MUTCD regarding the use of a green arrow for right turn movements. The essence of the agreement is that a legal decision as to the acceptability of the State design would be obtained from our Washington, D.C. Office prior to installation of the signals in question and if the decision is negative relative to the State's position then the signals would be revised to conform to the MUTCD or Federal-aid participation would be denied and withheld for the entire project.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-016

9025

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: August 22, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Conflict between Oregon Law and MUTCD concerning Traffic Signals
N. Main Ave. - Bull Run Road, IX-9822(5)
S. E. Burnside Road

On Wednesday Afternoon, August 22, a meeting was held in Ed Hunter's office to discuss the use of Green Turn Arrows on Signal Heads for mandatory right turn lanes.

Those attending from the FHWA were:

Jim Zotter, Region Council
Elmer Leland, Region Traffic Engineer
Vern Cusack, Asst. Division Administrator
Glen Hossner, Field Operation Engineer
Wally Bryant, Area Engineer

RECEIVED
STATE HWY ENGR
AUG 27 '79
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act. | File

Those attending from OSHD were:

E. S. Hunter
L. W. Rulien
Bud George
Bill Nestle
D. E. Swan

The FHWA stated position is that a green arrow for a mandatory right turn is in conflict with regulations contained in the MUTCD where that turn conflicts with a "WALK" or flashing "DON'T WALK" signal. The OSHD position based on Oregon law is that a green arrow in this situation requires the driver to proceed with caution, whereas a green lense allows free movement.

Following a statement of each sides position it became obvious that no immediate solution could be reached. The matter will have to be resolved by legal council.

The FHWA agreed to allow us to proceed with contracting this project with the stipulation that if their position holds we will either pay for the entire project with State funds or change the signal sequence.

Future jobs will not have this type of conflict.

DES:pf

1-125-1397

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 15, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-9822(5)
N. Main Avenue-Bull Run Road
FAU 9822, S.E. Burnside Road

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The information contained in your August 9, 1979, letter relative to the subject project has been reviewed. This office does not agree with your position that the portion of the MUTCD on which we based our denial of approval for PS&E is contradictory.

Paragraph 1(b) of Section 4B-5 covering the meaning of signal indications exempts pedestrians from crossing a crosswalk when facing a green arrow. In our opinion this section would prohibit any conflict between a green arrow and a pedestrian walk signal indication. Paragraph 4 of Section 4B-6, covering application of signal indications, is permissive as written and also indicates under Paragraph 4(e) that such turning movements be "protected" from conflicting movements by other indications (including, in our opinion, pedestrian crossing indications).

Section 1A-4 does state that the manual is intended to be a standard but not a substitute for engineering judgment and also not intended to be a legal requirement for installation. However, Section 655.606 of the Code of Federal Regulations, which we are duty bound to follow, specifically states, in part, that only traffic control devices that comply with the MUTCD shall be installed on Federal-aid highways.

For the above reasons, we are unable to approve the PS&E documents for the subject project as requested.

G. L. Green

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Inv'gn | R/D | D/R | Sign | Act | File

GENERAL FILES

DATE: August 9, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

copy 9026

Glen Hossner's recent letters denied approval of PS&E documents for two projects because of failure to comply with paragraph 5(e) of Section 4B-6 of the Manual on Uniform Traffic Control Devices which involves the use of green turn arrows.

Under Oregon law the Transportation Commission is legally responsible for the establishment of standards and specifications for traffic control devices to be used by any jurisdiction within the state. Oregon also has extremely definitive laws involving the meaning of traffic signal indications. Because of this law we believe, and have been so advised by our Chief Counsel, that where a dedicated right-turn lane exists that turns traffic through a crosswalk, a green right-turn arrow must be utilized.

The portion of the manual on which you base your denial of approval for PS&E is contradictory. Paragraph 3 of the section you quote stipulates conditions for the use of circular green lenses. This section is not usable at the locations in question. Section 4B-5, paragraph 1(b), and Section 4B-6, paragraph 4, state the permissible use of the green turn arrow through a crosswalk. Section 4B-5, paragraph 1(b) is also very close to the wording used in Oregon law. Most pertinent to the matter in question is Section 1A-4, which states that the manual is intended to be a standard but not a substitute for engineering judgment and also not intended to be a legal requirement for installation. Recent Oregon court decisions have upheld this concept.

Verbal contact with Mr. Robert Connor, Chief, FHWA Office of Traffic Operations, indicated that some states do have laws that conflict with the Manual on Uniform Traffic Control Devices. In those cases he has indicated that state law prevails.

Considering all factors, it is our opinion that all traffic signals in the North Main Avenue-Bull Run Road Section and in the Allen Boulevard Interchange Section meet both the letter and intent of the Manual on Uniform Traffic Control Devices. We request your reconsideration of approval of the PS&E documents for the above projects.

LEG:ds jh
bc: D. H. Moehring
E. S. Hunter
J. L. Sollis

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 1, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-9822(5)
N. Main Avenue-Bull Run Road Section
FAU 9822, S.E. Burnside Road

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The recently submitted PS&E documents for the subject project have been reviewed. We are unable to approve this project as submitted because it fails to comply with the requirements of paragraph 5e of Section 4B-6 of the MUTCD, which prohibits the use of a steady green arrow that conflicts with other vehicles moving on a green indication or with pedestrians crossing in conformance with a walk or flashing DON'T WALK indication. In addition, Section 655.606 of Title 23 states, in part, "Only traffic control devices that comply with the MUTCD shall be installed on Federal-aid highways."

Please contact our office if you have further questions regarding this decision.

D. K. Hansen
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 179
REFER TO
Working
FOR
Init. Initials R/D D/R Sec. Act. File

cy George

9085

Multnomah

FORM 81.734.5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 24, 1979

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening August 23, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-9822(5) Highway No. 726 - County

Federal-aid Project Name N. Main Ave.-Bull Run Rd.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

FCL:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

RECEIVED
JUL 24 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring
Action

9825 9822

Section [illegible] Programmed Estimate $ 1,793,000

Highway [illegible] Project Length 1.77 miles

County Montgomery Rev 7-24-79 Completion Time 270 Cal. w/Add'l

Kind of Work Grading & Paving Est. Comp. Date Sept 20, 1980

Prefix 321-1931 Letting Date 8-23-79 Project No. ~~F-782-2(2)~~ IX-9822(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ ~~1,546,946~~ 1,556,946

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1500	
Permanent Pavement Striping	6,000	
Temporary Pavement Striping	5,000	
Remove Pavement Striping (Exist. & Temp.)	1,000	
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 46,500
Asphalt Cement Adjustment	26,000	
On the Job Trainees (2)	1600	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	5400	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal ~~1,603,446~~ $ ~~1,649,946~~ 1,695,87

Contingencies (4-1/2%) . . . . . 72,155.07 ~~71,600.15~~

Engineering (8, ~~10~~%) . . . . . 128,275.68 ~~127,475.68~~

Subtotal $ ~~1,792,426.15~~

Credit for _____ _____

Estimated Net Authorization, Construction . . . . . $ ~~1,792,426.15~~ 1,803,876.75

APPROVED

Rec'd 7-24-79

2

Ok.

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — ~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE

Sheet 1 of 3

Date 7-2-79

Section N. Main Ave. - Bull Run Rd. (8-23) County Multnomah

Kind Of Work Grading, Paving & Signals Length .45 miles Name Galloway

RECEIVED
COST ANALYSIS
JUL 0 9 1979

No	Item	Code	Unit	Quant.	Unit Cost	Total
		☐ CE ☐ CES ☐ CAS				
1	Mobilization (8%)		Lump Sum	All		14,600 00
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		2160 00
3	Temporary Signs		Sq. Ft.	360	6 00	2160 -
4	Temporary Barricades		Each	21	125 00	2625 -
5	Flagmen		Hour	2000	19 00	38000 -
	ROADWORK					
6	Clearing And Grubbing		Lump Sum	All		1100 00
7	Removal Of Structures And Obstructions		Lump Sum	All		5500 00
8	Borrow Excavation		Cu. Yd.	5,280	12 00	63,360 -
9	General Excavation		Cu. Yd.	4,500	9 50	42,750 -
10	Extra For Hauling Existing Pavement		Cu. Yd.	1,050	3 00	3,150 -
11	Trench Excavation		Cu. Yd.	2,100	10 00	21,000 -
12	Finishing Roadbed And Slopes		Lump Sum	All		13000 00
13	Watering		M-Gal	50	15 00	750 -
14	¾"-0 Aggregate Base		Ton	90	9 00	810 -
15	1½"-0 Aggregate Base		Ton	1000	8 50	8,500 -
16	Cement Treated Subgrade		Sq. Yd.	21,200	2 00	42,400 -
17	Cement For Treated Subgrade		Ton	750	85 00	63,750 -
18	Aggregate For Treated Subgrade		Ton	5,000	9 00	45,000 -

OREGON STATE HIGHWAY DIVISION — Sheet 2 of 3

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 7-2-79

Section N. Main Ave. - Bull Run Rd. (8-23) — County Multnomah

Kind Of Work Grading, Paving & Signals — Length 1.45 miles — Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
19	Class "B" or Class "C" Asphaltic Concrete Mixture		Ton	13,700	15.00	205,500
20	Asphaltic Cement in Mixture		Ton	890	104.00	92,560
21	Asphaltic Tack Coat		Ton	15	200.00	3,000
22	Miscellaneous Concrete		Cu. Yd.	50	200.00	10,000
23	8-inch Sewer Pipe		Lin. Ft.	500	10.00	5,000
24	12-inch Sewer Pipe		Lin. Ft.	3760	15.00	56,400
25	18-inch Sewer Pipe		Lin. Ft.	370	18.50	6,845
26	60-inch Sewer Pipe		Lin. Ft.	415	66.50	27,597.50
27	66-inch Arch Type Pipe		Lin. Ft.	217	70.50	15,298.50
28	60-inch Double Miter Joint		Each	1	2200.00	2200
29	60-inch Round to 48-inch Arch Taper Section		Each	1	2200.00	2200
30	Extra For Pipe Under Pavement		Lin. Ft.	400	15.00	6000
31	Bedding Material		Cu. Yd.	680	15.00	10,200
32	Concrete Manholes		Each	16	1200.00	19,200
33	Special Manholes		Each	1	6500.00	6500
34	Concrete Inlets, Type CB-1		Each	38	500.00	19,000
35	Setting Monument Boxes		Each	4 X	125.00	500 ~~375~~
41	4-inch Concrete Walks And Driveways		Sq. Yd.	5580	13.50	75,330
42	6-inch Concrete Driveways		Sq. Yd.	1,000	20.00	20,000
43	Wheel Chair Ramps		Each	4	200.00	800

OREGON STATE HIGHWAY DIVISION — Sheet 3 of 3

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 12-79

Section N. Main Ave. - Bull Run Rd (8-23) — County Klamath

Kind Of Work Grading, Paving & Signals — Length 1.45mi — Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
4	Concrete Curbs, Type "C"		Lin Ft	8250	4.00	33,000
5	Concrete Curbs, Type "C" Modified		Lin Ft	500	4.50	2,250
16	Extra For Asphalt Approaches		Each	10	200.00	2,000
17	Extra For Asphalt Islands		Sq. Yd.	305	10.00	3,050
18	Adjusting Manholes		Each	29	200.00	5800
19	Reconstructing Concrete Manholes		Each	2	700.00	1400
20	Adjusting Monument Boxes		Each	5	80.00	400
21	Setting Mailbox Posts		Each	9	100.00	900
					Subtotal	1,103,421 546
				105.87		
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Location A		Lump Sum	All		30,400
	Traffic Signal Installation, Location B		Lump Sum	All		374,200
	Fire Pre-emption Devices		Lump Sum	All		38 800
	Spare Controller		Each	1		10,000
					Subtotal	453,400
				Total		1,546,821 946
						1556,946

Mult. Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/24/79
Donald L Rust

All Clear Deadline

August 23, 1979 Bid Letting _____

SECTION N. Main Ave.-Bull Run Rd.
Highway E. Burnside Rd.
County Multnomah Region I
Type of Work G-P-Bikeway Funds FAI-X
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter		X			X	Non-major FHPM 7-7-2
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

9025

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 726

7-18-79

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-[illegible]
Project Name Main St. - Civil Act
E. Burnside Blvd

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

Right of way for this project was acquired by Oregon State Highway Dept. (EL)

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this ____ day of _____, 19__

County of _____

_____
County Judge/Chairman

_____
Commissioner

_____
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 7-18-79

Instructions: Complete A or B and C.
R/W File No. _____

9025

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9822(5)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90166

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
Mr. Swan
FOR
Info | Insp | R/W | C.R | Sec | A.E | File

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	FAU 9822	County Road

GENERAL LOCATION:
N. Main Ave. - Bull Run Rd. Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, and High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) See below
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,737,900 - Federal Funds $1,477,200.

(Per advance dated July 5, 1979.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 12, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90166
Project No. IX-9822(5)
N. Main Ave.-Bull Run Rd. Section
Multnomah County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (85%)	$1,453,274
State Funds	153,876
County Funds	102,585
Total Cost	$1,709,735

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 13 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9625

July 3, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of June.

Project	Work	Funds		
		Federal	State	Local
1) SW Hall Blvd.-SW Oak St. Sec.	Const.	$ 638,350	$ 67,590	$ 45,060
2) N Main Ave.-Bull Run Rd. Sec.	Const.	1,477,200	156,420	104,280
3) Allen Blvd. Intchge Sec.	Const.	5,865,000	1,035,000	---
4) Hall Blvd. Channalization @ SPRR Xing Section	Const.	81,783	14,517	---

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of June.

Sincerely,

F. B. Klaboe
Director of Transportation

bc H. S. Coulter
L. W. Rullen
D. H. Moehring
R. N. Bothman

JLG:dmc fn

1025

9822

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 11, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 71416
Project No. IX-9822(5)
N. Main Ave.-Bull Run Rd. Sec.
E. Burnside Road
Multnomah County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on August 23, 1979.

We request transfer of Interstate Substitutions General Funds for construction of the subject project as we intend to request PS&E authorization August 1, 1979. This action will involve an estimated total cost of $1,737,900 with Federal funds in the amount of $1,477,200.

This request is based on the June 6 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
[redacted] w/att.

√ H

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

June 11, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., E. Burnside Rd. (Gresham) 68	ADT	PRESENT 19,600	FUTURE (66) 34,000	YEAR (70)(71) 99 (72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave 62	NATL. FOREST (63)(68)	PH ROUTE NO. (69)(72)	SUPV. AGCY (73)(74)	FA CLASS. (75)(76)	DA AREA (77)(78)	EMERG. YR. (79)(80)	PL. AUTH YR (1)(2)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9822	
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded						COUNTY NAME Multnomah				
	NAME OF URBAN AREA 17,30 Portland						ROUTE NO. U	FEDERAL-AID (32) 9822	STATE Co. Rd. (36)(37)	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-48)	STEP (53)	TERMINI (Full description)	MILES (54)(56)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (58)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18)	41	42								
5					PE							
5					ROW							
5					CONST (CODE) 6104		"N. Main Ave.-Bull Run Rd. Sec."	0.85	1,737,900	1,477,200	156,420	104,280 (Co
							PROJECT TOTALS	0.85	1,737,900	1,477,200	156,420	104,280 (Co

(19) (22)(24) (32)

REMARKS: Additional Data: Item No. M-9822(2) & (4) re

CARD 1	CODE 1	PREPARED BY	JLG
1	14	PROGRAM APPROVAL DATES	October 18, 1978 (10-27-76)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

June 11, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., E. Burnside Rd. (Gresham)	ADT	19,600	34,000	99	10	Oregon	41	823	90166

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	JURY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	For Projects Only: POST MI. DESIG.
ave								IX-	9822	(5)	

	COUNTY NAME	CODE	PROGRAM STAGE
itutions General Funded	Multnomah	051	1 OR 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	U	9822	Co. Rd.	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								Util. adj. as req.
ROW								
CONST (CODE) 6104		"N. Main Ave.-Bull Run Rd. Sec."	0.85	1,737,900	1,477,200	156,420	104,280 (Co.)	ROW-80' min.; Access Control-None; Parking Restrictions-None
		PROJECT TOTALS	0.85	1,737,900	1,477,200	156,420	104,280 (Co.)	

BY JLG

APPROVAL DATES October 18, 1978
(10-27-76)

REMARKS Additional Data: Item No. 71416 & 90166; No. M-9822(2) & (4) respectively.

over

N. Main Ave.-Bull Run Rd. Section
Project No. IX-9822(5)

Project Data: Work under this project consists of grade, drain and high-type pave a curbed (33'-40' var.) section to accommodate four-lanes with a median left-turn lane, parking each side, sidewalk/bikeway, interconnect existing signals with "Opticom" pre-emption and incidental work common to this type of project. Adjust utilities as required.

NOTE:
1) This project is in Congressional District No. 3.
2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E documents.
3) Included in CRAG (MSD) FY 79 TIP A/E on page 40 #46 and in MSD Resolution 79-24.

9025

Victor Atiyeh

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 6, 1979

RECEIVED
STATE HWY ENGR
JUN 8'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Building
530 Center Street
Salem, OR 97301

Dear Mr. Green:

Re: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for two highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	FUNDS Federal	State	Local
1) SW Hall Blvd.-SW Oak Street Section	Const.	$ 638,350	$ 67,590	$ 45,060
2) N. Main Ave.-Bull Run Road Section	Const.	$1,477,200	$156,420	$104,280

I-X-9822(E. Burnside in Gresham

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District

bc: H. S. Coulter

9025

~~Road~~
County

Salem, Oregon
May 16, 1979

W. E. Cole
Design Engineer Supervisor

James D. McClure
Project Development Engineer

Attention: Chuck Pietrok
Project Coordinator

N. Main Ave.-Bull Run Road
FAU 9822 (SE Burnside St.)
Multnomah County

Enclosed please find original sheets No. 2A and No. 2I of the subject project.

Temporary Protective measures need to be shown for the stage construction indicated on Sheet 2A (such as barricades, plastic safety markers, traffic cones, signs, etc.).

Please have the County make the necessary additions and return to this office no later than May 25, 1979.

Versteeg
Anderson
Chan
Dishman
Sullivan
Tatro
Trout
Wakeling

RECEIVED
MAY 16 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

WEC:ab
Encls.
cc: Jack Sullivan
L. K. Watson

U.S. DEPARTMENT [illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9025 4-10-79

FEDERAL AID [illegible] M-9822(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90166

STATE HWY ENGR
APR 14 '79
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4/13 on file

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-5-79	FAU 9822	County Road

GENERAL LOCATION:
Main Ave. - Powell Blvd. Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [x] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979 you are now authorized to proceed with all phases of right of way acquisition as outlined on right of way map IR4-688 at a TEC of $13,500 - with Federal participation limited to $11,980. Federal participation is limited to that right of way actually incorporated into the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9025

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 2, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90166
Project No. M-9822(4)
Main Ave.-Powell Blvd. Section
Multnomah County

Enclosed is data for the subject project.

We request the following:

Authorization to proceed with all phases of right of way acquisition at an estimated total cost of $13,500 with an obligation of $11,890 in federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map IR4-688. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review approval letter was previously forwarded.

CL:tmw

Enc.

cc: M. Klotz
J. Boyd
F. Lowe
G. Zehner

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-2-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION *(45 typewriter spaces)* (21): Co. Rd., E. Burnside Rd. (Gresham) (66) — ADT — PRESENT: 19,600 — FUTURE: - (66)(70) — YEAR (71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* (26): Right of Way Acquisition (61) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. AUTH YR (74)(75) — PROJECT NUMBER: PREFIX LETTER(S) M- (14) — NUMBER 9822 (23)(7)

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — COUNTY NAME: Multnomah — NAME OF URBAN AREA (17-31): Portland — ROUTE NO. U — FEDERAL-AID 9822 (32) — STATE Co. Rd. (36)(37) — U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59)(66)	(67)(76)		
5					PE							
5					ROW		"Main Ave.-Powell Blvd. Section"	0.85	13,500	11,890	805	805 (Co.)
5					CONST (CODE)							
							PROJECT TOTALS	0.85	13,500	11,890	805	805 (Co.)

(16) (23)(24) (33) REMARKS

Additional Data: see i
No. M

CARD 1 — CODE 1 — PREPARED BY: CL

1 — 14 — PROGRAM APPROVAL DATES: 10-18-78

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-2-79

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., E. Burnside Rd. (Gresham)	ADT	19,600	-	10	Oregon	41	W36	90166

REMARK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only POST MI.	DESIG.
sition								M-	9822	(4)		

Urban System

COUNTY NAME: Multnomah — CODE: 051

Portland

ROUTE NO. U | FEDERAL-AID: 9822 | STATE: Co. Rd. | U.S.: --

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Main Ave.-Powell Blvd. Section"	0.85	13,500	11,890	805	805 (Co.)	ROW - 80' min.; Access Control-none; Parking Restrictions-Partial.
NST (DE)								
CL	PROJECT TOTALS		0.85	13,500	11,890	805	805 (Co.)	

VAL DATES
10-18-78

REMARKS

Additional Data: see item No. 71416; Project No. M-9822(2).

-over-

USCOMM DUSCOMM-DC 43038-P61

Main Ave.-Powell Blvd. Section
Project No. M-9822(4)

Project Data: Work under this project consists of right of way acquisition all phases for the future construction necessary to widen the existing roadway to a four lane facility with curbs, left turn median and sidewalk/bikeway.

Note:
1) This project is in Congressional District No. 3.
2) No relocation assistance involved.
3) Included in CRAG FY '79 TIP A/E item No. 46 page 40 and approved by MSD on February 22, 1979 by resolution No. 79-25.

9025

Must

HIGHWAY DIVISION 378-6550

March 13, 1979

J. R. Boyd
Right of Way Manager

J. H. Verstoog
Road Design Engineer

File 50106
Main Avenue-Powell Boulevard Sec.
S. E. Burnside (Co. Rd.)
Multnomah County

Attached is a description, an authorization and prints of the subject section, previously File 50106-14.

A copy of the description and a print are being sent to G. Platnick, Metro.

by:

M. L. Ueberlig
R/W Description Engr.

MLU:ej
Attachments

cc: G. Platnick

9025

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1978

FILE: 9822

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Ken Rolfe
Reg. R/W Supervisor

REGION 1

SUBJECT: Files 50386-6 & 50386-26

S.E. 223rd Ave.(Main St.)-
S. E. Powell Blvd.
East Burnside Road
Multnomah County

Attached you will find six copies of one original and six copies each of one revised option forms covering right of way to be acquired in connection with S. E. 223rd Ave. (Main St.)-S. E. Powell Blvd. Section of East Burnside Road in Multnomah County.

The distribution number to be used for the acquisition of these files is 26-8230.

File 50386-26 was formerly a part of File 50386-6.

File No.	Name	Area
50386-6	George F. and Barbara Lee	720 sq. ft. 720 sq. ft.
50386-26	Pioneer Square	1,375 sq. ft. 1,375 sq. ft.

AC:nn
Enc. 2 Options, etc.
cc: Ed Hardt
M. Mead
Frank Lowe
Title
A. Riveness/Exhibit
County-City

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
LCE ☐ FAE ☐ OPE ☐
DEC 11 1978
File: PM FA
LG OP

9025

FAU

M-9822

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 16, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Ken Rolfe
Reg. R/W Supervisor

REGION 1

SUBJECT: File 50386-11

S.E.223rd Ave. (Main St.)-
S.E. Powell Blvd. Sec.
East Burnside Road
Multnomah County

Attached you will find six copies of one revised option form covering right of way to be acquired in connection with S. E. 223rd Avenue (Main Street)- S. E. Powell Blvd. Section of East Burnside Road in Multnomah County.

The distribution number to be used for the acquisition of this file is 26-8230.

File No.	Name	Area
50386-11	Multnomah Properties, Inc.	6,240 sq. ft. 3,069 sq. ft. 4,700 sq. ft.

AC:nn
Enc. 1 Option, etc.
cc: Ed Hardt
M. Mead
F. Lowe
Title
A. Riveness
County City

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
NOV 17 1978
File: PM FA
TAA LG OP

9025

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: J.H. VERSTEEG, Head
Engineering Section

DATE: August 17, 1978

FROM: K.D. LIMBOCKER
Metro Location-Design Engineer

SUBJECT: S.E. Main St.-S.E. Powell St.
S.E. Burnside Road
FAU 9822
326-1931

Herewith the following data for the subject project:

1 set mylar federal aid sheets
1 copy special provisions
1 copy examiner's estimate

This project has been reviewed by Metro and an effort has been made to standardize the county's work with the state's format.

The estimated cost is $1,595,162.77. The CRAG TIP allotment is $1,454,000 (total dollars which is a 10% overrun).

js

cc: M.J. Klotz
T.A. Spence

Rec'd 8-21-78
2
OK
CAT. 3 NON-NAT

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
AUG 18 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

-125-1387

S. E. BURNSIDE ROAD (Sta. 357+92 to Powell Blvd.) FAU #9822

Main to Powell Section

Revised Aug. 11, 1978

ENGINEER'S ESTIMATE

	ITEM	UNIT	NET	COST	AMOUNT
1.	Mobilization	Lump Sum	All Req.	80,000.00	80,000.00
2.	Temporary Protection & Direction of Traffic	Lump Sum	All Req.	54,000.00	54,000.00
3.	Temporary Signs	Sq. Ft.	316	10.00	3,160.00
4.	Flagmen	Hr.	1000	18.00	18,000.00
5.	Clearing & Grubbing	Lump Sum	All Req.	1,000.00	1,000.00
6.	Removal of Structures & Obstructions	Lump Sum	All Req.	5,000.00	5,000.00
7.	General Excavation Uncl.	Cu. Yd.	7126	5.00	35,630.00
8.	Trench Excavation Uncl.	Cu. Yd.	2250	7.00	15,750.00
9.	Borrow Excavation	Cu. Yd.	2926	5.00	14,630.00
10.	Finishing Roadbed & Slopes	Lump Sum	All Req.	7,000.00	7,000.00
11.	Watering	"M" Gal.	66	10.00	660.00
12.	Cement Treated Subgrade	Sq. Yd.	24321	1.75	42,561.75
13.	Cement for Treated Subgrade	Ton	851	100.00	85,100.00
14.	Base Material for Treated Subgr.	Cu. Yd.	5000	8.00	40,000.00
15.	1-1/2"-0 Aggregate Base	Ton	2711	6.00	16,266.00
16.	3/4"-0 Aggregate Base	Ton	214	7.00	1,498.00
17.	Class "B" or "C" Asph. Concrete Mixture	Ton	17377	14.00	243,278.00
18.	Asphalt Cement in Mixture	Ton	1130	90.00	101,700.00
19.	Asphalt in Tack Coat	Ton	23	200.00	4,600.00
20.	8" Concrete Drain Pipe	Lin. Ft.	584.5	10.00	5,845.00
21.	12" Concrete Drain Pipe	Lin. Ft.	3905	15.00	58,575.00
22.	18" Concrete Drain Pipe	Lin. Ft.	368	20.00	7,360.00

SE BURNSIDE ROAD (Main to Powell)

FAU #9822

Rev. 8/11/78

ENGINEER'S ESTIMATE (Cont'd)

	ITEM	UNIT	NET	COST	AMOUNT
23.	60" Corrugated Metal Pipe	Lin. Ft.	415	50.00	20,750.00
24.	79" x 49" Corrug. Metal Pipe	Lin. Ft.	217	60.00	13,020.00
25.	60" Double Miter Joint	Each	1	2,000.00	2,000.00
26.	60" x 65" x 40" Taper Section	Each	1	2,000.00	2,000.00
27.	Extra for Pipe under Pavement	Lin. Ft.	400	5.00	2,000.00
28.	Special Manhole	Each	1	6,000.00	6,000.00
29.	Manhole, Type "AP"	Each	3	1,200.00	3,600.00
30.	Manhole, Type "BP"	Each	14	1,000.00	14,000.00
31.	Bedding	Cu. Yd.	676	12.00	8,112.00
32.	4" Conc. Driveway & Walk	Sq. Yd.	5834	12.00	70,008.00
33.	6" Concrete Driveway	Sq. Yd.	924	15.00	13,860.00
34.	Concrete Curb	Lin. Ft.	9133	3.50	31,965.50
35.	Extruded Curb	Lin. Ft.	640	2.00	1,280.00
36.	Misc. Concrete	Cu. Yd.	20	100.00	2,000.00
37.	Conc. Inlets, Type "GB-1"	Each	31	500.00	15,500.00
38.	Conc. Inlets, Type "P"	Each	2	400.00	800.00
39.	Adjusting Manholes	Each	28	100.00	2,800.00
40.	Reconstructing Manholes	Each	2	600.00	1,200.00
41.	Setting Monument Boxes	Each	4	100.00	400.00
42.	Adjusting Monument Boxes	Each	5	100.00	500.00
43.	Extra for Haul to Vance Pit	Cu. Yd.	1047	1.50	1,570.50
44.	Setting Mail Box Posts	Each	9	50.00	450.00
45.	Traffic Signals (No. 1)	Lump Sum	All Req.	315,000.00	315,000.00
46.	Traffic Signals (No. 2)	Lump Sum	All Req.	25,000.00	25,000.00
47.	Signal Controller	Lump Sum	All Req.	10,000.00	10,000.00

TOTAL: $ 1,405,429.75

Engineering & Contingencies + 13.5% 189,733.02

GRAND TOTAL - $ 1,595,162.77

9025

Okolfe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 2, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Ken Rolfe
Region 1 R/W Supervisor

SUBJECT: Services Agreement #97
E. Burnside Rd.
Main to Powell
Multnomah County

MISC. CONTRACTS and AGREEMENTS No. 6404

Attached is an original signed copy for distribution to the County and a copy for your files.

Will this project be programmed? Please advise.

AE
mp
Attachs.

cc: C. W. Head, w/orig.
Finance, Attn: Wheeler, w/c
Local Gov't Programs, w/c
Ed Hardt, w/c
Title, w/c

see Engle Rpt. dtd 6-9-78

NOTED
C. W. HEAD

9025 9822

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

PROJECT MANAGEMENT
FME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ LL ☐
MAR 6 1978
File: PM FA LG OP 3-3-78
TAA Zahner

February 27, 1978

Department of Transportation
Metropolitan Section
5821 N.E. Glisan Street
Portland, Oregon 97213

Attn: Jon Rose, Federal Aid Engineer

Subject: Proposed Construction-Finance Agreement - Multnomah County
East Burnside Road Project (Main Avenue - Powell Blvd.)

Dear Sir:

As requested in your letter of January 5, we are returning three bound, signed copies of the subject agreement.

Please return one fully executed copy to this office to the attention of the County Engineer.

Note

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Roy L. Bennett
ROY L. BENNETT
OFFICE ENGINEER

RLB:ms

Encls: Agreement (tripli.)
cc: C.W. Head
3-10-78
Agreements to Hunter for Signature.
2

To: [redacted] | Date MARCH 3 '78
From: JON ROSE, METRO
[redacted] Traffic Region 1

Comments: Here are 3 copies of the agreement, signed by the County and approved by the Metro Administrator. Please note that the County would like executed copy sent to County Engineer.
Jon Rose

AN EQUAL OPPORTUNITY EMPLOYER

9025

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

May 24, 1978

Jon Rose, Regional Federal Aid Engr.
Oregon State Highway Division
5821 NE Glisan Street
P O Box 13160
Portland OR 97213

RE: E. Burnside Road - Federal Aid Urban Route #9822
(Traffic Signal Pre-emption)

Dear Sir:

We have received a request from Merle Frank, Fire Chief for the City of Gresham, to include "Opticom", which is a pre-emption device that will allow fire trucks to pre-empt the traffic signals on our E. Burnside federal aid project. The cost of adding this device will be approximately $3500 per signal installation, for a total of $28,000.

We would like to know if the "Opticom" pre-emption devices can be included as part of our Federal Aid project. Please let us know at your earliest convenience if federal funds will be available, so that we can notify the City of Gresham.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Robert E. Johnson

ROBERT E. JOHNSON
Traffic Engineer

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 24 1978

From Metro JON ROSE Date 5/24/78
To [redacted] Traffic Region 1

Comments: Discussed this briefly with Wally Bryant and he felt that the pre-empt might be ok. Please advise

Jon Rose — 326-1951

6-5-78 Duane Hoffs. says Traffic has no objections to adding pre-emption equipment to project. ✓

File: PM FA LG OP

Zahner Check w/ Traffic

CC: D.E. SAVAN

9025

March 22, 1978

Mr. Oliver Domreis
County Engineer, Multnomah County
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and AGREEMENTS No. 6404

Dear Mr. Domreis:

Attached for your records is a fully executed copy of an agreement for improvement of the Main Avenue-Powell Blvd. (Gresham) Section of East Burnside Road in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

9025

TO FILE

: DONALD R. ADAMS

ECT: PROJECT STAFF MEETING MINUTES
FEBRUARY 7, 1978

40. E. Burnside, Main Street-Powell Boulevard - The County has begun location and preliminary design. Preliminary design should be ready to go to Salem for review in April, 1978, with an August, 1978, bid opening. The County is developing the right-of-way needs for the project. Ken Rolfe has initiated the right-of-way agreement and will do the right-of-way acquisition. This should begin around the first of February. Construction finance agreement is required prior to right-of-way agreement.

1025

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

DATE: January 23, 1978

TO: D. H. MOEHRING, Head
Project Management Section

FROM: CHUCK PIETROK Chuck Pietrok
Project Coordinator

SUBJECT: FAUS Project 9822(2)
S.E. Main St.-S.E. Powell Blvd. Sec.
East Burnside Road

Attached is an amended Federal Aid Project Request to include an interconnected signal system in the above project. The initial project request indicated signal revisions.

There are 7 signals within the 1.7 mile length of the project and an intertie system will allow a smoother more efficient flow of traffic through the project. Since signal revisions were included in the original request, provisions for signals, their maintenance, and design have been made in the agreement and will not need to be changed.

Multnomah County estimates it will need an additional $10,000 in PE money to cover the cost of design. An amendment to the Authority for Survey is attached. Please route it for approval.

ja
Attachments

cc: Buz Swan
Please add the interconnect to the program.
✓

1-31-78
Survey Auth. to Torpin.
✓

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 21 1978
TAA Zahner File: PM FA LG OP

No comm. Action necessary
✓

81-125-1307

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

January 18, 1978

Oregon Dept. of Transportation
State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97214

Attn: Dave Wilhite

Re: FAUS Project 9822 (2) - SE 223rd Ave. to SE Powell Blvd.
Section - East Burnside Road

Dear Mr. Wilhite:

Transmitted herewith is an amended Federal Aid Project Request to include an interconnected signal system into the above project. Approval has been received from CRAG to request the additional funding indicated in this request.

Also included is a request for additional preliminary engineering funds.

If there are any questions please contact E. P. DiLoreto at 248-3636.

Yours very truly,

Oliver J. Domreis
County Engineer

Eugene P. DiLoreto
Asst. Engineer

EPD:b
Enclosures

AMENDED FEDERAL AID PROJECT REQUEST

Date January 18, 1978

Applicant Agency Multnomah County

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 0750 Route Name East Burnside Road

Project Name _____

Project Length 2.88 miles Project Location (Attach sketch map)

Project Description Add coordinated interconnected traffic signals

See Section III, Item 1 & 2 Section 8, Items 1 to 4

Average Daily Traffic 18,000 Design Speed 45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width _____ Travel Lanes _____ Shoulders _____

Medians _____ Parking _____

Sidewalks _____

Remarks _____

2. Desired Roadway Cross Section: (Attach sketch)

Width _____ Travel Lanes _____ Shoulders _____

Medians _____ Parking _____

Curbed _____ Length Curb Radii _____

Sidewalk/Bikeway _____

Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width _____ Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No _____

3. Will additional right-of-way be needed? Yes _____ No _____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____

Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stark St., 202nd Ave., Main St. (223rd Ave.) 235th Ave., Division Street 242nd Ave., NE 3rd Ave. & SE Powell Blvd.

2. Proposed Signalization:

Location SE 212th Ave., (1000' southeast of 242nd Ave. (by others)

Type Activated

Phases

Type of Suspension Span Wire

Interconnected Yes

Remarks None of the present signals are interconnected. This project is to provide the interconnection of all the signals along East Burnside, from SE Powell Blvd. to SE Stark St.

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No_____

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State_____ Consultant_____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other Coordinated signals	365,000
Preliminary engineering	10,000
PROJECT TOTAL	$ 375,000

Remarks Funding approved by CRAG T.I.P.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Multnomah County COUNTY

By _____ By _____

By _____ By _____

By _____

Twelvemile Corner
Base Line
East Rockwood Sch
South Rockwood Sch
St Anne Sch
Gravel Pits
Ruby
North Gresham Sch
Quarry
Water
GRAVEL PITS
BM 308
High Sch
COUNTY FAIRGROUNDS
Gresham
Grant Butte
County Fairgrounds
BM 323
Sewage Disp
West Gresham Sch
Forest Lawn Memorial Park
East Gresham Sch
Centennial High Sch
Linnemann
Walters Hill
Creek
Hogan
Powell
Kelly
STARK STREET
BASE LINE
SE BURNSIDE
DIVISION ST
SECTION LINE
HALL ROAD
POWELL BLVD
BULL RUN RD
PALMQUIST RD
THOM RD
HEINEY
TRACTION
PORTLAND
WALULA AVE
CLEVELAND AVE
MAIN AVE
ROBERTS AVE
CATHEY ROAD
WALTERS RD
KANE
SE 182D
SE 190TH AVE
SE 202D
NE 202D
SE 242ND AVE
NE 238TH DRIVE
SE 282D
NW 185TH AVE
NE 257TH AVE
NE 238TH AVE
NE 223RD AVE
NE 207TH AVE
NE 181ST AVE
NE 162ND AVE
NE 148TH AVE
NE 122ND AVE
NE 102ND AVE
NE 82ND AVE
NE 60TH AVE
NE 42ND AVE
NE 24TH AVE
NE 2ND AVE
NE 15TH AVE
NE 33RD AVE
NE 51ST AVE
NE 69TH AVE
NE 87TH AVE
NE 105TH AVE
NE 123RD AVE
NE 141ST AVE
NE 159TH AVE
NE 177TH AVE
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NE 213TH AVE
NE 231ST AVE
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NE 303RD AVE
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NE 645TH AVE
NE 663RD AVE
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NE 699TH AVE
NE 717TH AVE
NE 735TH AVE
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NE 771ST AVE
NE 789TH AVE
NE 807TH AVE
NE 825TH AVE
NE 843RD AVE
NE 861ST AVE
NE 879TH AVE
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NE 2337TH AVE
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NE 3885TH AVE
NE 3903RD AVE
NE 3921ST AVE
NE 3939TH AVE
NE 3957TH AVE
NE 3975TH AVE
NE 3993RD AVE
NE 4011TH AVE
NE 4029TH AVE
NE 4047TH AVE
NE 4065TH AVE
NE 4083RD AVE
NE 4101ST AVE
NE 4119TH AVE
NE 4137TH AVE
NE 4155TH AVE
NE 4173RD AVE
NE 4191ST AVE
NE 4209TH AVE
NE 4227TH AVE
NE 4245TH AVE
NE 4263RD AVE
NE 4281ST AVE
NE 4299TH AVE
NE 4317TH AVE
NE 4335TH AVE
NE 4353RD AVE
NE 4371ST AVE
NE 4389TH AVE
NE 4407TH AVE
NE 4425TH AVE
NE 4443RD AVE
NE 4461ST AVE
NE 4479TH AVE
NE 4497TH AVE
NE 4515TH AVE
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NE 4587TH AVE
NE 4605TH AVE
NE 4623RD AVE
NE 4641ST AVE
NE 4659TH AVE
NE 4677TH AVE
NE 4695TH AVE
NE 4713TH AVE
NE 4731ST AVE
NE 4749TH AVE
NE 4767TH AVE
NE 4785TH AVE
NE 4803RD AVE
NE 4821ST AVE
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NE 4857TH AVE
NE 4875TH AVE
NE 4893RD AVE
NE 4911ST AVE
NE 4929TH AVE
NE 4947TH AVE
NE 4965TH AVE
NE 4983RD AVE
NE 5001ST AVE
NE 5019TH AVE
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NE 5055TH AVE
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NE 5541ST AVE
NE 5559TH AVE
NE 5577TH AVE
NE 5595TH AVE
NE 5613TH AVE
NE 5631ST AVE
NE 5649TH AVE
NE 5667TH AVE
NE 5685TH AVE
NE 5703RD AVE
NE 5721ST AVE
NE 5739TH AVE
NE 5757TH AVE
NE 5775TH AVE
NE 5793RD AVE
NE 5811ST AVE
NE 5829TH AVE
NE 5847TH AVE
NE 5865TH AVE
NE 5883RD AVE
NE 5901ST AVE
NE 5919TH AVE
NE 5937TH AVE
NE 5955TH AVE
NE 5973RD AVE
NE 5991ST AVE
NE 6009TH AVE
NE 6027TH AVE
NE 6045TH AVE
NE 6063RD AVE
NE 6081ST AVE
NE 6099TH AVE
NE 6117TH AVE
NE 6135TH AVE
NE 6153RD AVE
NE 6171ST AVE
NE 6189TH AVE
NE 6207TH AVE
NE 6225TH AVE
NE 6243RD AVE
NE 6261ST AVE
NE 6279TH AVE
NE 6297TH AVE
NE 6315TH AVE
NE 6333RD AVE
NE 6351ST AVE
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NE 6387TH AVE
NE 6405TH AVE
NE 6423RD AVE
NE 6441ST AVE
NE 6459TH AVE
NE 6477TH AVE
NE 6495TH AVE
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NE 6531ST AVE
NE 6549TH AVE
NE 6567TH AVE
NE 6585TH AVE
NE 6603RD AVE
NE 6621ST AVE
NE 6639TH AVE
NE 6657TH AVE
NE 6675TH AVE
NE 6693RD AVE
NE 6711ST AVE
NE 6729TH AVE
NE 6747TH AVE
NE 6765TH AVE
NE 6783RD AVE
NE 6801ST AVE
NE 6819TH AVE
NE 6837TH AVE
NE 6855TH AVE
NE 6873RD AVE
NE 6891ST AVE
NE 6909TH AVE
NE 6927TH AVE
NE 6945TH AVE
NE 6963RD AVE
NE 6981ST AVE
NE 6999TH AVE
NE 7017TH AVE
NE 7035TH AVE
NE 7053RD AVE
NE 7071ST AVE
NE 7089TH AVE
NE 7107TH AVE
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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 71416
Project No. M-9822(3)
S.E. Stark St.-Main Ave. Section
Multnomah County

Attached is data for the subject project. This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain an approved negative declaration at an estimated total cost of $135,000 with federal funds of $115,830.

CL:ljt
Att.

cc: R. N. Bothman, Metro
Gary Zehner

Budget Bureau No. 41-R206

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 23, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	19,600	34,000	97	10	Oregon

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd., E. Burnside Road (Gresham) 21 65

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering 28 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER(S) M- (14 23) — NUMBER 9822(3) (7)

COUNTY NAME: Multnomah

CARD — CLASS OF FEDERAL FUNDS: Urban System — ROUTE NO. U — FEDERAL-AID 9822 (32) — STATE Co. Rd. (36)(37) — U.S. ---

NAME OF URBAN AREA: Portland (17-31)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53			ESTIMATED PROJECT COST BY PHASES			
5,					PE			2.0	150,000	128,700	10,650	10,650 (C
5					ROW							
5					CONST (CODE)		"S.E. Stark St.-Main Ave. Section"					
							PROJECT TOTALS	2.0	150,000 (110)	128,700 (23)(24) (33)	10,650	10,650 (

CARD 1 — CODE 1 — PREPARED BY: CL

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 23, 1977

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., E. Burnside Road (Gresham)	ADT	19,600	34,000	97	10	Oregon	41	W36	71416

K (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ring								M-	9822(3)			

Urban System

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: 9822 — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W			2.0	150,000	128,700	10,650	10,650 (Co.)	
NST DE)		"S.E. Stark St.-Main Ave. Section"						ROW-80' min.; Access Control-none; Parking Restrictions-partial.
CL	PROJECT TOTALS		2.0	150,000	128,700	10,650	10,650 (Co.)	

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 49005-P61

S.E. STARK ST.-MAIN AVE. SECTION

PROJECT NO. M-9822(3)

Existing Facility: 24' AC surface with 8' shoulders. FHPM

Adjacent Sections:

N.W. End: 76' curbed roadway.
S.E. End: 24' AC surface with 8' shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction necessary to widening the existing roadway to a four-lane facility with curbs, a median left-turn lane, parking each side and sidewalk/bikeway. Data

Note: Portions of the preliminary engineering will be accomplished by County forces with review by State forces. NOTE

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on May 9, 1977.

FHPM 4-1-2 (IM 50-1-70) Requirement:

a. State Clearinghouse---A-95 review letter of approval dated 9/8/76.
b. District 2 Clearinghouse---A-95 review satisfied by inclusion in CRAG TIP FY 77 annual element.

FHPM 7-7-5 Requirements:

a. Public Hearings--Opportunity for a hearing will be offered.

b. Location/Design--Approval will be requested under separate action.

Data for PR-37: Preliminary Engineering

Field Work	----------	$135,000
PS&E Preparation	----------	15,000

NOTE: This project is in Congressional District No. 3.

inary engineering
rces as required
sting roadway to a
arking each side

complished by

istorical and

a negative declara-

val dated 9/8/76.
by inclusion in
element.

9025

May 12, 1977

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

Attention: Diane Trude
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5942

Gentlemen:

Attached for your files is a fully executed copy of an agreement for widening and improving East Burnside Road to a four-lane section (Main Ave.-Powell Blvd. (Gresham) Section).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

9025 5-4-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO.: M-9822(2)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71416

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY .5 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to Swan

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	May 4, 1977	FAU 9822	County Road

GENERAL LOCATION:

"Main Ave. - Powell Blvd. Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at TEC not to exceed $67,000 - FF $57,486.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 25, 1977 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-4-77	for O. H. Halvorson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9025

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 25, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71416
Project No. M-9822(2)
Main Ave.-Powell Blvd. Sec.
Multnomah County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain P.S.& E. approval at an estimated total cost of $67,000 with federal funds of $57,486.

CL:ljt

Att.

cc: R. N. Bothman, Metro
Gary Zehner

Budget Bureau No. 41-R206

U.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 6-61)

April 25, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
		Co. Rd., E Burnside Rd (Gresham) 65	ADT	19,600	34,000	97	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASS'F. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 27
	Preliminary Engineering								M-	9822

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME			
	Urban System	Multnomah			
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
	Portland	U	9822	Co. Rd.	--

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42								
5					PE			0.85	67,000	57,486	4,757	4,757 (CO.
5					ROW							
5					CONST (CODE)		"Main Ave.-Powell Blvd. Section"					
							PROJECT TOTALS	0.85	67,000	57,486	4,757	4,757 (Co

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	October 27, 1976

(16) (23)(24) (39) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

April 25, 1977

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., E Burnside Rd (Gresham)	ADT	19,600	34,000	97	10	Oregon	41	W36	71416

RK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only PCST MI.	DESIG.
eering								M-	9822 (2)			

Urban System

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: 9822 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
W			0.85	67,000	57,486	4,757	4,757 (CO.)	
NST (DE)		"Main Ave.-Powell Blvd. Section"						ROW - 80' min.; Access Control-None; Parking Restrictions-none.
	CL	PROJECT TOTALS	0.85	67,000	57,486	4,757	4,757 (Co.)	

OVAL DATES: October 27, 1976

REMARKS

-over-

USCOMM DUSCOMM-DC 40803-P61

MAIN AVE.-POWELL BLVD. SECTION

PROJECT NO. M-9822(2)

Existing Facility: 26' AC surface with 8' gravel shoulders.

Adjacent Sections:

N.W. End---26' AC surface with 8' gravel shoulders.
S.E. End---Four 12' lanes, HT pavement, 16' median & 10' shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to widen the existing roadway to a four-lane facility with curbs, a median left-turn lane, parking each side and sidewalk/bikeway.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on March 21, 1977.

FHPM 4-2-1(IM 50-1-70) Requirements:

(a) State Clearinghouse--A-95 review letter of approval dated 9/8/76.

(b) Dist. 2 Clearinghouse--A-95 review satisfied by inclusion in CRAG TIP FY 77 annual element.

FHPM 7-7-5 Requirements:

(a) Public Hearings---None required under Oregon Action Plan.

(b) Location/Design---Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 3.

Multnomah County forces will perform portions of the preliminary engineering with review and contracting by State forces.

9695

STATE OF OREGON

INTEROFFICE MEMO

DATE: March 24, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: L. W. Rittenhouse
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Main Avenue-Powell Blvd.
East Burnside Road
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:LJT

Attachment

APPROVED
DEPUTY STATE HI
Date 3-24-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1:
District 2c: H. E. Woodward
Region 1 Geologist: Dan Gano

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Act | File

81-122-1307

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

9025

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 21, 1977

In reply refer to: 1041A.1

SUBJECT: Oregon M-9822(-) Project Assessment
Main Ave.-Powell Blvd.
East Burnside Road
Multnomah County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's March 3, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur that a traffic noise analysis should be made.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hansen
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, Markham)

RECEIVED
STATE HWY ENGR
MAR 23 '77
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9025
Unit II

2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SE Stark Street - SE Fairview Avenue.

Highway East Burnside (FAUS)

County Multnomah

Date March 8, 1977

Authorization No. 1

Survey Prefix 326-1949 (Assigned by Salem office)

Description of termini, route, length, etc.: SE Stark St. To SE 221st Avenue (Fairview Ave)

* See attached order for force work performed by county forces:

Purpose of survey: Multnomah County will perform location Citizen participation, draft environmental statement and design. OSHD will perform final design, Monitor project development and award contract.

M-9822(3)

		Estimate of cost
Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	133,000
Consultant	(904)	
Final Design	(905)	5,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	2,000
Environmental	(923)	5,000
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$150,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

David A. Willhite
Field Engineer

D. A. Willhite, Project Coordinator

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy E. J. Johnston
State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 6-10-77
FED AID FAUS STATE

NOTED

Comm dlp 10/26/76

9025

STATE OF OREGON

INTEROFFICE MEMO

TO: L. W. RULIEN
Project Managment Section

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

DATE: February 11, 1977

SUBJECT: FAU 9822
E. Burnside Road Agreement

PROJECT MANAGEMENT | FEB 16 77 | REFER TO | FOR
Info
Investigate
R/D
Action
File
Letter
See me

The agreements for the above project are being returned for rewriting due to a change in the scope of the P.E. project. The original project has been split into two separate projects and the terminus on the east end has been extended.

Please prepare new agreements reflecting the two separate P.E. projects. The first project will run from S.E. Stark Street to Fairview Avenue. The second project will run from Fairview Avenue to Powell Boulevard. Attached is a letter from Bebe Rucker to Bill Pettis requesting that the changes be made in the CRAG-TIP. Please initiate the necessary program changes with the FHWA.

Construction on the two P.E. projects will be done in three separate sections. The first section to be let will be from S.E. 235th Avenue to Powell Boulevard, the second section from S.E. Stark Street to Fariss Road, and the third section from Fariss Road to S.E. 235th. The project assessments, requests for survey authorization, and county force orders that have been submitted, all reflect the correct separation of the projects. The only documents that have not been corrected are the project request and agreements.

For your convenience, I am also attaching new agreement exhibit maps showing the correct termini for the P.E. projects, along with an informational map showing the three construction projects.

DAW/ldo

Attachments

3-1-77
P.E. agreements prepared (others destroyed) yes

2/14
Larry:
As include in the new agreement a reference canceling or superseding the Old agreement executed by Mult Co. on Dec. 23. This has been a problem in the past.

81-125-1307

76-34

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

January 20, 1977

Mr. Bill Pettis
C.R.A.G.
527 S. W. Hall Street
Portland, OR 97201

RE: East Burnside Road

Dear Bill:

This is to advise you that in order to expedite the progress of the East Burnside Road project, Multnomah County and the Oregon State Highway Division have decided to split the project into two projects. These are East Burnside Road (Fairview Avenue to Powell Boulevard) and East Burnside Road (Stark Street to Fairview Avenue). The two projects will continue to be built over three years in the same three segments. The split will enable us to file an environmental assessment on the Fairview Avenue - Powell Boulevard segment and a negative declaration on the Stark Street to Fairview Avenue segment.

Attached is a letter from David Willhite of OSHD on this subject.

If you have any questions, please call me.

Sincerely yours,

BR

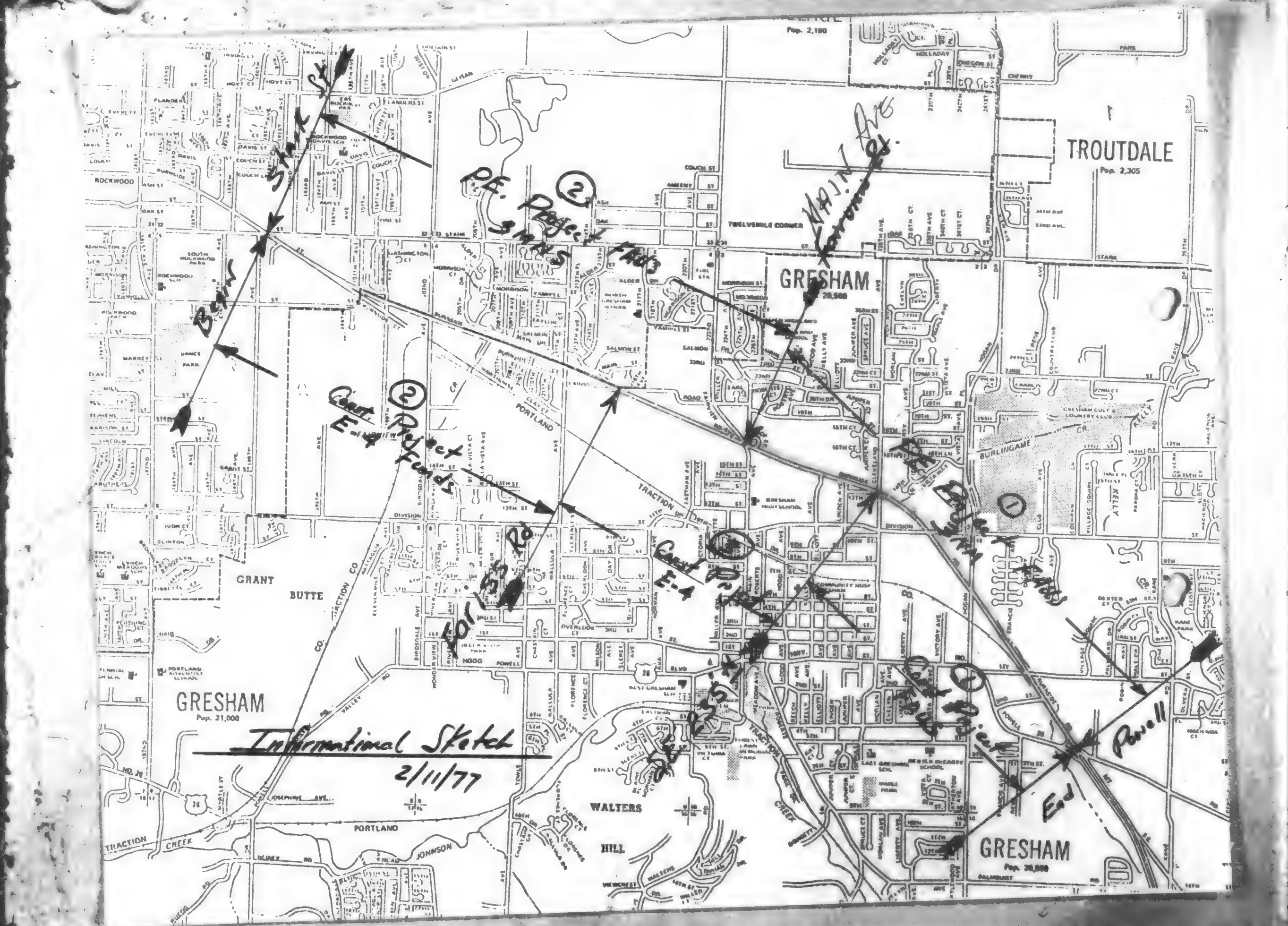
Bebe Rucker, Senior Planner
MULTNOMAH COUNTY
DIVISION OF PLANNING & DEVELOPMENT

BR/jb

cc: Bob Bothman

1-25-77
Jim
Randle @ TIP
Committee CRAG
Bill

JAN 21 19
FILE T/A
NOTED
D. L PETERSON


Pop. 2,190
TROUTDALE
Pop. 2,365
GRESHAM
20,500
Powell St.
Main Ave
Burnside St.
PE. Sunset
(2) Project Funds
Grant E-4
(2) Project Funds
Burlingame
(1)
Powell
End
Informational Sketch
2/11/77
GRESHAM
Pop. 21,000
GRANT BUTTE
WALTERS HILL
PORTLAND
ROCKWOOD
TWELVEMILE CORNER
BURLINGAME
TRACTION CO.
TRACTION CREEK
JOHNSON CREEK
Fairfield Rd
Fairfield Rd

GRESHAM
Pop. 20,500
TROUTDALE
Pop. 2,385
GRESHAM
Pop. 38,800
GRANT BUTTE
WALTERS HILL
FAIRVIEW
PORTLAND
TWELVEMILE CORNER
TRACTION
TRACTION CREEK
BURLINGAME
GRESHAM GOLF & COUNTRY CLUB
ROCKWOOD
SOUTH ROCKWOOD PARK
ROCKWOOD PARK
VANCE PARK
MT HOOD COMMUNITY COLLEGE
GRESHAM HIGH SCHOOL
PORTLAND ADVENTIST SCHOOL
NORTH GRESHAM SCHOOL
SUPER HIGH MAIN HIGHLAND SCHOOL
ROCKWOOD SCH.
WEST GRESHAM SCH.
COMMUNITY MEDIA GRESHAM
BURNSIDE
STARK
DIVISION
POWELL
HOOD
MORRISON
SALMON
MAIN
ROAD
BERRY
JOHNSON
TUDOR
HAIG
VALLEY
KELLY
HALL
ALDER
ASH
OAK
PINE
COUCH
DAVIS
FLANDERS
IRVING
GLISAN
MARKET
STEPHENS
GRANT
LINCOLN
CARUTHERS
TAYLOR
HARRISON
HANTHORN
CLAY
FARRIS
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EARL
HOOD
ELLIOTT
KELLY AVE.
BURNSIDE
EASTMAN
CLEVELAND
LINDEN
VICTORIA
WALLULA
FLORENCE
CHESTER
OVERLOOK
BELLA VISTA
BIRDSDALE
RIVERSIDE
HOMESTEAD
ELEVEN MILE
WILKINS
ELLIOTT
LIBERTY
VICTORY
VISTA
MORGAN
LEAHY
IRENE
FRANCIS
SANDY
DIVISION
26
211

TROUTDALE
Pop. 2,365
GRESHAM
TWELVEMILE CORNER
FAIRVIEW
GRANT BUTTE
GRESHAM
Pop. 21,000
WALTERS HILL
GRESHAM
BURLINGAME
PORTLAND
TRACTION
JOHNSON
CREEK
ROCKWOOD
HOOD
STARK
OAK
COUCH
DIVISION
BURNSIDE
SALMON
MORRISON
YAMHILL
MARKET
CLAY
GLISAN
HALSEY
WEIDLER
ALDER
PARK
VANCE
LINCOLN
GRANT
HARRISON
STEPHENS
CLINTON
HAIG
PORTLAND UNIVERSITY SCHOOL
TERMINAL
ROCKWOOD SCH.
DAVIS SCH.
SOUTH ROCKWOOD PARK
ROCKWOOD PARK
VANCE PARK
BELLA VISTA
BRIDGEDALE
RIVERVIEW
WONDER VIEW
FLORENCE CT.
RALLULA
TOWLE
VALLEY
JOSEPHINE
MEINEY
CIRCLE
CLARK CT.
HARRISON CT.
WASHINGTON CT.
ALDER CT.
MORRISON CT.
OAK CT.
ASHBY
EASTMAN
VICTORIA
LIBERTY
VICTORY
FRANCES
ELLIOTT
HOLLY
JUNIPER
BRUCE
HOGAN
KELLY
ROBERTS
LOVELYN
CHERRY
HOLLAWAY
CHERRY CT.
COUNTRY CLUB CT.
GRESHAM GOLF & COUNTRY CLUB
MACKENZIE CT.
OLIVIA CT.
SCOTT
ROBERTA
MAPLE
ELM
ASH
PARK
SCHOOL
CHURCH
CITY HALL
LIBRARY
POST OFFICE
CITY PARK
MAPLE PARK
GRESHAM HIGH SCHOOL
EAST GRESHAM SCH.
WEST GRESHAM ELEM. SCH.
CO.
CR.
BLVD.
AVE.
ST.
CT.
PL.
DR.
RD.
HWY.
26
30
84
99E
99W
1216

9825

9822

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Laux
Hacek

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO:
FOR
Info | Investigate | R/D | Action ✓ | File | Letter

9025

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

September 24, 1976

FILE:

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Federal Aid Urban System Request
Sellwood Bridge West End Approaches
E. Burnside Street (Multnomah Co.)

TO: GEORGE HOPKINS
Local Government Programs Engineer

Here is a request submitted by Multnomah County for two projects to be funded with FAUS money. The project on East Burnside Road from Stark to Bull Run Road is shown on Page 40, Map No. 16, of CRAG's TIP, and the Sellwood Bridge West Approaches project appears on Page 41, Map No. 17 of the TIP. The requests have been reviewed in this office and while the forms are obsolete, the requests are forwarded for your processing. Oliver Domreis in Multnomah County has been advised that additional information will be necessary before these can be programmed and blank copies of the new forms have been furnished him. The project environmental assessments were submitted by the County but are being held in this office for review and will be submitted directly to the environmental unit in Salem upon completion.

You will note that the County has submitted information sheets presumably from CRAG and on the one relating to the Sellwood Bridge project, there is an error which I have circled in red. Your office should have received a copy of the new TIP, and I am assured that the information in that is correct.

If there are questions, give me a call.

ldo

Attachment

cc: Ed Hardt
Ken Rolfe
Lou Grothaus

RECEIVED
COUNTY & CITY SECTION
SEP 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
SEP 27 76
REFER TO
FOR
Info | Investigate | R/D | Action ✓ | File | Letter | See me

9025

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

September 22, 1976

Oregon State Highway Division
East Portland Bldg.
5821 N. E. Glisan Street
Portland, Or. 97213

Attn: Jon Rose, Regional Federal Aid Engineer

Re: Federal Aid Urban Project Requests - Sellwood Bridge and E. Burnside Rd.

Dear Sir:

Your letter of September 20, 1976 requests additional information concerning Multnomah County's proposed Federal Aid Urban Projects at the above-referenced locations.

Multnomah County wishes to perform the preliminary engineering and the construction engineering on both the Sellwood Bridge and E. Burnside Road projects.

Attached to this letter are the following:

1. Vicinity map
2. Typical Sketch widths of existing roadway
3. Typical section sketch of the proposed roadway for each of these two projects.

If any additional information is needed, please feel free to contact the undersigned.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

REJ:ms

Encls As Listed

FAU 5

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 20, 1976

Oliver Dommeis
Director of Public Works
Multnomah County
2115 SE Morrison Street
Portland, OR 97214

Re: Federal Aid Project Requests
File PRO-4

Oliver:

We have your requests for the Sellwood Bridge West end approach project and the East Burnside Street widening project from Stark Street to Bull Run Road. These are being checked now and will be forwarded to Salem so that processing can begin promptly, but I noticed that you have used some forms that are now obsolete, so there is some additional information which we will need. The old form had no provisions for indicating what part of the preliminary engineering is to be done by the County and what if any is to be done by the State. So that we may correctly prepare the County-State agreements, would you drop us a note indicating your wishes.

You'll notice that the new request form indicates by dark arrows that sketch maps are required. These need not be elaborate but we would need something to identify the location and the existing and proposed cross sections.

We can begin processing without this information but it will be necessary before we can proceed too far. I am moving my office to the East Portland Highway Building at 5821 NE Glisan, and you should send the information to me at that address. My new telephone number will be 238-8250. Incidentally, this is only a change of address-my duties will remain the same.

PROJECT MANAGEMENT
SEP 21 '76
REFER TO
ACTION
Take | Investigate | R/D | Action | File | Letter | See me

Jon Rose
JON ROSE
Region Federal Aid Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 23 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ DE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

Attachment

bc: George Hopkins
Bob Bothman

JR/gw

Form 81 734 3122

9025

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

September 17, 1976

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Re: Sellwood Bridge West End Approaches
East Burnside Street

Dear Jon:

Enclosed are the Federal Aid Urban system project requests for these two projects. The attached Resolution of the Board of County Commissioners authorizes these projects, for which funds were budgeted in the 1976-77 County Budget. Project requests for these have been submitted to CRAG and they are on the CRAG TIP.

We are forwarding these requests to you so that processing can be initiated and the projects expedited. Your cooperation in processing these projects as soon as possible will be appreciated.

Very truly yours,

Oliver J. Domreis
County Engineer

OJD:kf

Encls.

Domreis

JUN 3 12 38 PM '76
MULTNOMAH COUNTY
OREGON

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Approval of the Initial 1977 Federal Aid Urban System Project Submission

RESOLUTION

WHEREAS, the initial 1977 submission for projects to be funded through the Federal Aid Urban System is presently being made to CRAG; and

WHEREAS, submissions are limited by 1977 funds available under the Federal Aid Urban System and projects presently programmed in the region; and

WHEREAS, it is understood further 1977 project submissions may be made upon revision of 1977 funding allocations or project revisions;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of Multnomah County, Oregon, approves the submission of the Sellwood Bridge West End Approaches and East Burnside Street, which are fully described on the attached Transportation Improvement Program Project Summaries for Federal Aid Urban System Projects.

May 27, 1976

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By Donald E. Clark
Chairman

Approved as to Form:

GEORGE M. JOSEPH
County Counsel for
Multnomah County, Oregon

By Charles J. Crom
Deputy

Copy to: Bebe Ruecker
DES
Cramton
Domreis ✓
Bob Johnson (Traffic)

	Dir DES
X	DES Asst.
	DES Sec.
	Dir. Opr. Maint.
	Dir. Comm. Ser.
	Dir. Plan Dev.
	Comp. Plan
	Land Zone
X	County Eng
	Eng. Sec.
	Proj. Coord.
	Desg. Const.
	Eng. Plan
	Neigh Imp
	Traffic
	Off. Eng.
	Draft
	Surveyor
	Clerical
	Permits
	Parks
	Accounting

9025

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date June 23, 1976

Applicant Agency Multnomah County 9822

Federal Aid System Route No. FAU ~~0750~~ Route Name E. Burnside Road

Project Name E. Burnside Road, Four Lane Widening

Project Length 15,200 ft. Project Location (Attached sketch map)

Project Description Reconstruct E. Burnside Rd. and widen from a two lane road with shoulders to a four lane road with curbs and sidewalks, consisting of four eleven ft. through lanes, two ten ft. parking lanes, where possible, and a twelve ft. median. A Class II bicycle path will be combined with the sidewalk on one side and the traffic signal system will be upgraded along the route. The limits of this project are Stark St. on the west and Bull Run Rd. on the east.

Average Daily Traffic 14,000 to 18,000 vehicles per day

Design Speed 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 ft. Travel Lanes two Shoulders 8 ft.

Medians none Parking on shoulder

Sidewalks none

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 76 ft. to 64 ft. Travel Lanes four Shoulders --

Medians 12 ft. Parking where right of way available

Curbed yes Length Curb Radii 25 ft. +

Sidewalk/Bikeway sidewalks both sides, bike path one side

Other Bus loading turnouts and emergency parking where required in 64 ft. section.

FOOTNOTES:

RECEIVED
COUNTY & CITY SECTION
SEP 26 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Description of Proposed Roadway Work Rebuild existing road to support future traffic including truck loading, construct bus loading facilities and pedestrian facilities. Landscape where land is available .

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width ____ Minimum 80 ft. Maximum 120 ft.

2. Will Additional Right-of-Way Be Needed? yes Explain Right of way needed for bus loading turnouts and emergency parking in 80 ft. right of way sections.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? included in project.

4. Will there be any persons displaced from their homes, farms or businesses? No. If so, explain

5. Will this project affect any park or recreation facility? No. If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Stark, 202nd Ave., Main, 235th Ave., Division, 242nd Ave.

2. Proposed Signalization:

   Location 212th Ave.

   Type Actuated
   Phases two
   Type of Suspension Span wire
   Interconnected No.
   Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location At signalized intersections
Type Sodium vapor

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

VI. RAILROAD DATA

1. Are there any railroad crossings? None Location _____

Type of existing crossing _____
Existing crossing protection _____
Name of Railroad _____
Number of tracks: Mainline _____ Siding _____ Total _____
Angle of Intersection _____
Sight distance: (Direction) _____ Distance _____
(Direction) _____ Distance _____
Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

2. Will existing railroad crossing be altered? _____

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections _____
Utilities to be moved by others

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 2,045,000
Right-of-Way Costs (If participating)	100,000
Traffic Control	10,000
Illumination	80,000
Structures	
Railroad	
Other Signals	150,000
Preliminary Engineering	200,000
PROJECT TOTAL	$ 2,585,000

FOOTNOTES: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of _____
By _____
By _____

Multnomah County
By [signature]
By _____
By _____

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE E. Burnside Road - Four Lane Widening DATE 6/23/76

REQUESTING AGENCY Multnomah County CONTACT PERSON Oliver Domreis PHONE 248-3634

LOCAL PRIORITY RANK _____ IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL County

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT △

ITEM DESCRIPTION	FISCAL YEAR 19 76	19 77	19 78	19 79	19 80	19 81	Item Cost $
Preliminary Engr.		50,000	50,000				
Right of Way Acquisition		50,000	50,000				
Construction		275,000	1,570,000	440,000			
TOTAL $		475,000	1,670,000	440,000			
FHWA $		→ 371,000	1,302,000	344,000			
UMTA $		52,000	184,000	48,000			
STATE $		52,000	184,000	48,000			
LOCAL $							
STATE BOND $							
_____ $							

REQUESTOR COMMENTS: _____

CRAG PROJECT NO. _____

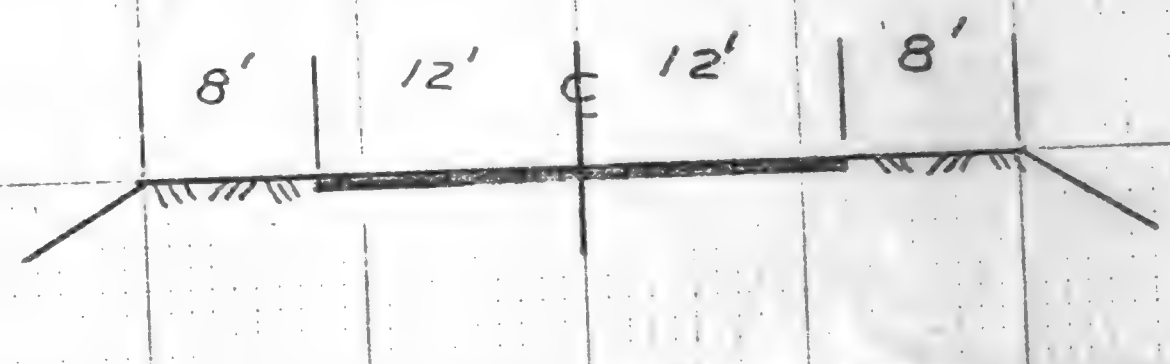
CRAG RANKING _____

CRAG APPROVALS:
TTAC _____
BOARD _____

5-13-76

VICINITY MAP

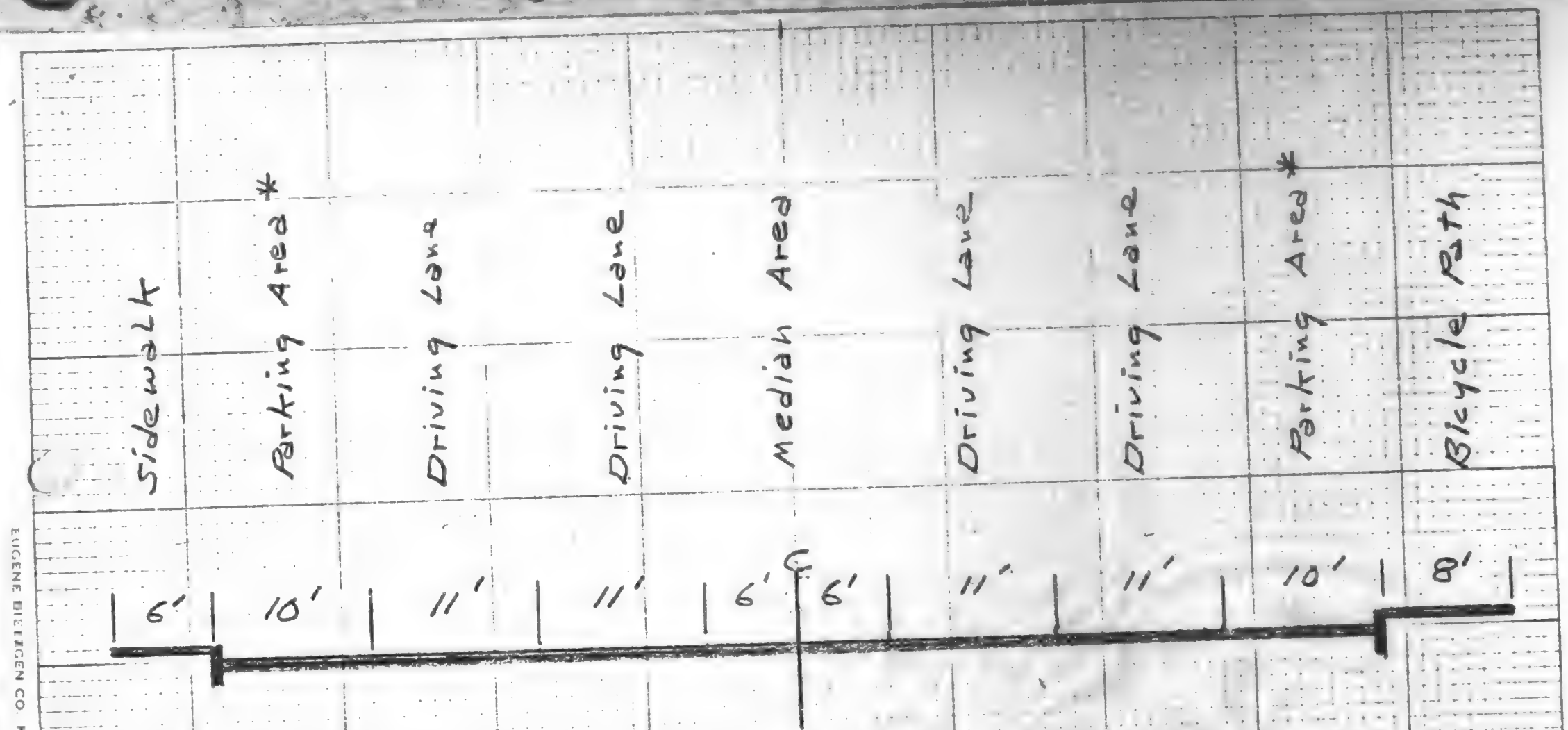
Burnside Rd. Widening



EUGENE DIETZGEN CO. NO. 375

Existing
Typical Section
East Burnside Rd.

7-26



Proposed

Typical Section

East Burnside Rd.

* Parking Area Optional

9-76

EUGENE BLUELINE CO. NO. J75

.1979 Allen Blvd. Interch. Sec., 9026
.Beaverton-Tigard Hwy. in Beav. (Gr.
.pav. struc. sig. ill. & sign.) #2

GENERAL FILES

CLA 2883 - 5-18-79
9-12-79

RR 987 - 9-7-79

.1026

r11

cc: OSHD (Coulter)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

12-31-84

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12/31/84	T. P. Lowe, Area Engineer		IX-79(6)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/8/81	5/1/84	102 %	800 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ALLEN BLVD INTERCHANGE
BEARVERTON - TIGARD HIGHWAY
Grading, Paving, Structures, Signing, Illumination & Traffic Signal

This project provided for construction of grade separation between Allen Blvd and Highway 217 and SPRR tracks.

The contractor used 816 days to complete the Work. A 16 day time extension was granted. Liquidated damages are being charged for 16 days due to late completion of a portion of the project ("A" line).

The final cost of $6,938,000 underran the original authorization by two percent.

NOTED
W.E. SCHWARTZ
dg
1/14

RECEIVED
STATE HWY ENGR
JAN 10 '85
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe (Original Signed By T. P. LOWE)		SIGNATURE: G. K. Hossner (Original Signed By G. K. HOSSNER)	
TITLE: Area Engineer	DATE: 1/7/85	TITLE: Field Operations Engineer	DATE: 1/9/85

9026

July 18, 1984

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9026

Gentlemen or Ladies:

On May 2, 1984, we wrote to you concerning release of final payment on Contract No. 9026 awarded to Ross Bros. Construction, Inc. for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

Final payment in this contract is $849.01. The total contract amount is $6,242,796.04 including $35,705.31 for work performed under force account.

Sincerely,

Robert W. Germeau
COMMISSION SERVICES

kjw
cc: Ross Bros. Construction, Inc.
3301 Brooklake Road, N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

90 216

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

File: Legal

DATE: June 11, 1984

TO: Jack Sollis
Legal

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Stewart v. Oregon State Transportation Comm.
Multnomah County Circuit Court No. A8306-03905
Claim No. 125-073-L11227

NOTED
E. S. HUNTER

In response to Mr. John C. McLean's request for additional information for Vivian I. Raits, here is the following:

1. a. Bridge plans showing stages II and III of construction at the Allen Boulevard overpass.

   b. Falsework drawings at the Allen Boulevard overpass.

2. Field Engineer's Weekly Report, dated July 4, 1981, for the week including June 30, 1981 and July 1, 1981.

3. The third item requested was a signing plan. This was sent to John C. McLean on May 23, 1984 in response to the earlier Request for Production. A phone call with Vivian I. Raits revealed she was not aware that she already had this information.

DLT:bn

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JUN 11 '84
REFER TO
FOR
Info | Initial | R/D | D/R | [illegible] | [illegible] | File

81-125-1307

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Linnco Electric Co. Contract No. 9673	Rever, Greenwood & Franklin Aves. (Bend) Deschutes County	5/1/84
Ross Bros. Inc. Contract No. 9026	Allen Blvd. Intch. Washington County	5/1/84
Hamilton Construction Co. Contract No. 9622	S. Umpqua River (Booth Ranch & Fords) Bridge Douglas County	5/14/84
Douglas S. Coats, Inc. Contract No. 9695	W. Fork Dairy Creek Bridge Washington County	5/22/84
Bayview Transit Mix, Inc. Contract No. 9648	Fern Hill Slide (M.P. 89.0) Clatsop County	5/22/84
Eagle-Elsner, Inc. Contract No. 9667	SE 97th Ave.-SE 162nd Ave. Multnomah County	5/22/84
Ameada Mining & Const., Inc. Contract No. 9703	Larch Mountain Road Slide Multnomah County	5/23/84
A. K. Lundmark & Son, Inc. Contract No. 9570	White River Bridge Wasco County	5/25/84
Baker Redi-Mix, Inc. Contract No. 9660	Davenport Rd.-Powder River Baker County	5/31/84
Weaver Construction Co. Contract No. 9681	Dead Ox Pump Canal Bridge Malheur County	5/31/84
COMCO Const. Ore. Ltd. Contract No. 9626	Emigrant Hill-Meacham Umatilla County	5/31/84
A. K. Lundmark & Son, Inc. Contract No. 9637	Beatty Slough Bridge Lake County	5/31/84

June 1, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

: 9026

April 19, 1984

CON

Ross Bros. Construction Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Second Request for Additional Contract Time
Allen Blvd. Interchange
Contract No. 9026
FAP No. IX-79(6)

Your request for additional contract time in which to complete the above project has been received. This request was submitted almost two years after completion of contract construction work and probably should not be considered. However, in the interest of equity I will consider the available data and render my decision accordingly. I would remind you that current contract provisions do not permit consideration of late time extension requests.

You have requested additional contract time due to the performance of extra and additional work under change orders. The previous time adjustment, granted June 21, 1982, gave consideration to most of this extra and added work even though you did not request such consideration. Upon review of your current request and the project files, it appears that an additional contract time adjustment is warranted. Therefore, in consideration of all items of extra and added work performed, a contract time adjustment of six calendar days is granted for completion of all contract work. Five of these calendar days also apply to the completion of the "A" line.

The adjusted contract time of completion of all work under the contract is 816 calendar days, which eliminates all liquidated damages under this provision of the contract. The liquidated damages for late completion of the "A" line are reduced from 34 calendar days to 29 calendar days.

W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
FHWA w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 5, 1984

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: ALLEN BLVD. INTERCHANGE
Contract No. 9026

After reviewing the attached letter from Ross Bros. and reevaluating the effect the extra work could have on time, I would recommend we grant 6 additional days to the main contract time. Since 800 days were set up in the contract, 816 were used and 10 additional days have been granted via time extension, this 6 day extension would remove those liquidated damages.

The work on the "A" line overran by 34 days. Ross Bros. has asked for 5 days due to the extra excavation and extra work involved on this line, and I recommend we grant the 5 days.

4-11-84
W. E. Schwartz -
I concur with Region.
O. B. Jackmond

MC/gw
Attachment
cc Jim Cochell

RECEIVED
MAR 6 1984
CONSTRUCTION SECTION

81-125-1307

9026

March 1, 1984

James Cochell
Project Manager
2131 S. W. Scholls Ferry Rd
Portland, OR 97221

Re: W. E. Schwartz Letter
Dated June 21, 1982
Time Extension
Contract 9026
Allen Blvd Interchange

Gentlemen:

On November 15, 1983 we sent you a request to review the Adjustment of Contract Time as outlined in Mr. Schwartz' letter. Since four and one-half months have passed without word from you we are sending a copy of our November 15, 1983 letter in case it was lost.

Please give this matter your prompt attention.

Thank you.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

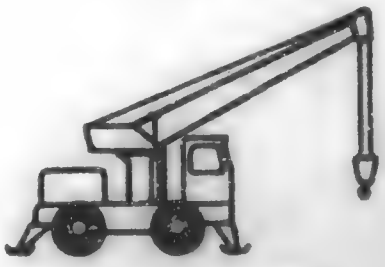
Steven M. Ross
Vice President

SMR:lb
cc: O. B. Jackmond
W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

ROSS BROS. CONSTRUCTION, INC.



GENERAL
CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5985

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

November 15, 1983

James Cochell
Project Manager
2131 S. W. Scholls Ferry Road
Portland, Oregon 97221

Re: W. E. Schwartz
Letter of June 21, 1982
Time Extension
Contract 9026
Allen Blvd. Interchange

Dear Mr. Cochell:

In reply to Mr. Schwartz's letter, we believe the State has not given consideration to several items which in our opinion delayed the contract.

1. The standard specification sec. 108-09(a) errors or changes or omissions in the plans or quantities.

Bid Item #16 Embankment in Place Cu. Yd.	151,800.
Final Quantity	178,591.49 CY
Over Run	17.6%

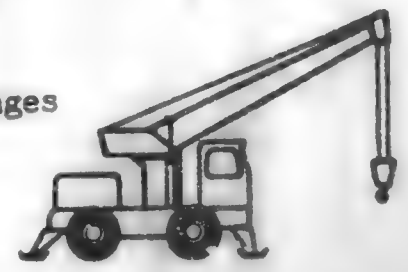
From the plans, the following errors are listed:

"L" Line	6,096.7 Cu. Yd. Extra
"A" Line	1,127.7 Cu. Yd. Extra
"B" Line	497.1 Cu. Yd. Extra
"C" Line	7,319.7 Cu. Yd. Extra
"D" Line	5,321.9 Cu. Yd. Extra
"AB" Line	4,166.7 Cu. Yd. Extra
"FRL" Line	277.2 Cu. Yd. Extra
"FRR" Line	362.5 Cu. Yd. Extra
"TD" Line	4.5 Cu. Yd. Less

This underestimated embankment did not just fall into place, it took time. The moving of 25,000 plus yards of material, even at 5,000 per day would be five days additional.

We did accept this added work at unit bid prices and no price adjustment is asked for this item.

ROSS BROS. CONSTRUCTION, INC.



GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5888

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

Section 108.09 does speak of bona fide causes beyond the control of the contractor. To say that only 2 (two) items qualified for added time is not fair.

Six extra work orders were issued which totaled $35,705.32.

Extra work order #3 is the largest item at $19,504.89. Work on this item was performed in 1980 and 1981.

July 1980 -	10 Days
Aug. 1980 -	2 Days
Oct. 1981 -	1 Day
Nov. 1981 -	2 Days
	15 Days

Extra work order #2 equals $4,937.07. It is to remove existing and temporary striping. Payments were made for this work on Estimate 10 and 28 for work in May 1980 and September 1981. For this work, we would request five days.

Extra work order #1 equals $1,644.71. It is to relocate traffic signals. See estimate 10 and 28. We request two days.

Extra work order #4 equals $5,560.55. It is for removing curb and inlet and additional clearing and excavation. See estimate 23, 24 and 25. We request six days.

Extra work order #5 equals $1,616.81. It is to relocate Type A sign. See estimate 28 and 32. We request two days.

Extra work order #6 equals $2,441.29. It is to repair 12" sewer pipe. See estimate 26. We request three days.

Price agreement #2 equals $4,725.00 It is to move temp. barriers. See estimate 9, 17, and 26. We request three days.

Price agreement #3 equals $2,053.80. It is to install and remove 600 Lin. Ft. drain curb. See estimate 15. We request four days.

Price agreement #8 equals $17,852.63. It is to remove 18" uncompactable soil from "A" line and backfill. See estimate 26. This is the line that has the special time limit. How much time was lost, making decisions as to who would pay and why, etc. Time on the "A" line should be reduced by at least five days for this. "A" line requests five days.

Price agreement #9 equals $764.94. It is to install 200 feet of 6" drain and backfill with special filter material. We request one day.

Price agreement #12 equals $3,127.52. It is special filter material. See estimate 32. We request two days.

RECAP

EWO	#1	Request	2 Days
	#2	Request	5 Days
	#3	Request	15 Days
	#4	Request	6 Days
	#5	Request	2 Days
	#6	Request	3 Days
PA	#2	Request	3 Days
	#3	Request	4 Days
	#9	Request	1 Day
	#8	Request	5 Days
	#12	Request	2 Days
Embankment Quantity Error			5 Days
			53 Days

We feel that this request is for bona fide days. We also feel that the over run in quantity and the sub excavation and backfill of "A" line should reduce the liquidated damage claim at least five days. The rest of the project should not be penalized for errors and omissions of the State.

Yours very truly,

ROSS BROS. CONSTRUCTION, INC.

Steven M. Ross

STEVEN M. ROSS
Vice President

SMR:bf
cc: B. Jackmond

9021

5

HIGHWAY DIVISION PRO

Gary A. Potter, Manager
Program Section

October 14, 1983

Robert N. Bothman
Assistant State Highway Engineer

Allen Avenue Interchange

Ted advises of an overrun on the Allen Avenue interchange interstate transfer funding allocation by MSD.

The landscaping was to be accomplished with FAP funds.

Please verify that FAP funds were used for the landscaping.

Pleasu advise what is involved with the overrun of the e(4) allocation by MSD.

RM6:lb

4026

Filed

Papers served on Fred Miller 6-23-83 By Orig to Sellis bar assoc act.

In the Circuit Court of the State of Oregon

for the County of Multnomah

DAVID STEWART,

Plaintiff

vs.

THE OREGON STATE TRANSPORTATION COMMISSION, consisting of ANTHONY YTURRI, PETER BRIX, N. B. GIUSTINA, ROBERT DWYER, SAM NAITO and ROSS BROS. CONSTRUCTION, INC., an Oregon corporation and BARRY SHAFFER,

Defendant

No. A8306-03905

SUMMONS
ALIAS SUMMONS

To

Oregon State Transportation Commission
c/o David Frohnmayer, Attorney Gen.
Department of Justice
500 Pacific Building
520 S.W. Yamhill
Portland, OR 97204

Oregon State Transportation Commission
c/o Fred Kaboe, Director
135 Transportation Bldg.
Salem, OR 97310

Ross Bros. Construction, Inc.
c/o Roy K. Ross, Reg. Agent
3501 Brook Lake Road N.E.

Barry Shaffer
12450 N.W. Barnes Road, #N-3
Portland, OR

"motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

David N. Hobson
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } *ss.*

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

David N. Hobson, P.C.
Attorney at Law
3405 S.W. Barbur Blvd.
Portland, OR 97201
(503) 224-4648
NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

8/84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

DAVID STEWART, Plaintiff, v. THE OREGON STATE TRANSPORTATION COMMISSION, consisting of ANTHONY YTURRI, PETER BRIX, N. B. GIUSTINA, ROBERT DWYER, SAM NAITO and ROSS BROS. CONSTRUCTION, INC., an Oregon corporation and BARRY SHAFFER, Defendants.	No. A8306-03905 AMENDED COMPLAINT FOR PERSONAL INJURIES

Plaintiff alleges:

I

At all times herein mentioned the Oregon State Transportation Commission was and is a duly created and established commission for the State of Oregon having been duly and legally created pursuant to ORS 184.612 and having the responsibility for carrying out the duties set forth under Oregon law.

II

At all times herein mentioned Anthony Yturri, Peter Brix, N. B. Giustine, Robert Dwyer and Sam Naito and their predecessors in office, were and now are the duly appointed memebers of said Oregon State Transportation Commission.

III

At all times herein mentioned Defendant Ross Bros. Construction, Inc., was and now is an Oregon corporation.

///

DAVID N HOBSON
Attorney at Law
3405 S.W. Borlan Blvd
Portland, Oregon 97201
(503)224-4648

IV

That on or about September 15, 1979, Defendants entered into a contract for the construction of the Allen Boulevard interchange on Highway 217 which was at all times mentioned a duly dedicated public thoroughfare extending in a generally northerly and southerly direction within the City of Beaverton, County of Washington and State of Oregon. That pursuant to said contract Defendant Ross Bros. Construction, Inc., agreed to undertake all necessary construction and comply with all statutes, regulations and specifications required of Defendant Oregon State Transportation Commission.

V

Pursuant to ORS 487.853 the Oregon Transportation Commission has adopted a manual and specifications for uniform standards for traffic control devices to wit: The manual on Uniform Traffic Control Devices for Streets and Highways published by the U.S. Department of Transportation, Federal Highway Administration in 1971. Section 6D-2 entitled "Floodlights" of said manual relating to the use of floodlights on construction projects provide in part as follows:

> "Care is required in order to adequately illuminate the desired area without creating glare in the eyes of drivers on the highway. The adequacy of the floodlight placement can best be determined by driving through and observing the floodlight area from each direction on the highway."

That said section further provides:

"The lighting units should be positioned so

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Portland, Oregon 97201
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they do not cause glare to drivers on the highway."

VI

That on or about July 1, 1981, Plaintiff was operating a vehicle in a northerly direction on the said Highway 212 and had difficulty seeing construction signs which indicated a merger of traffic into the inside lane at the intersection of Southwest Allen Boulevard, because of a bright floodlight directed into his eyes. Plaintiff then had difficulty observing vehicles in front of him because of said floodlight, which had stopped for a stop-light but brought his vehicle to a stop prior to colliding with said vehicles. That thereafter another vehicle stopped behind Plaintiff and thereafter a vehicle operated by Defendant Barry Shaffer because of said floodlight collided with the vehicle behind Plaintiff which in turn collided with Plaintiff's vehicle causing the injuries to Plaintiff as hereinafter set forth.

VII

That at said time and place the Defendant Oregon State Transportation Commission and its duly authorized agent, Defendant Ross Bros. Construction, Inc., which was acting in the scope of its authority, were negligent in one or more of the following particulars:

1. In failing to light the area where the construction signs were located.

2. In placing the floodlight in a position so as to interfere with the vision of northbound motorists.

3. In violating Section 6D-2 of the manual, Uniform

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Portland, Oregon 97201
(503)224-4648

Traffic Control Devices for Streets and Highways.

4. In failing to post a flag man or other warning device to warn northbound traffic of the hazard of the floodlights.

VIII

At said time and place the Defendant Barry Shaffer was negligent in one or more of the following particulars:

1. In failing to keep a proper lookout.

2. In failing to keep his automobile in proper control.

3. In driving at a rate of speed that was excessive under the circumstances then and there existing.

4. In following the vehicle in front of him too closely.

IX

That as a direct and proximate result of the negligence of Defendants and each of them, Plaintiff was thrown about in his vehicle and sustained injuries to the cervical dorsal and lumbar spin resulting in a lumbar laminectomy and excision of the L5-S1 intervertebal disc and an anterior cervical diskectomy and interbody fusion using homologous bone graft for cervical spondylosis and nerve root compression at C5-6 all of which produced continuing neck and back pain as well as shoulder, arm and scapular pain as well as leg pain and mental suffering, all of which injuries are permanent to his general damages in the sum of $150,000.00.

X

That as a further direct and proximate result of the negligence of Defendants as aforesaid Plaintiff incurred reasonable medical expenses in the sum of $21,415.28 and lost wages in the sum

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Portland, Oregon 97201
(503)274-1848

of $25,043.87.

XI

That on or about December 11, 1981, Plaintiff filed Notice of Claim pursuant to ORS 30.275 with Defendant Oregon State Transportation Commission and the Attorney General.

WHEREFORE, Plaintiff demands judgment against the Defendants and each of them is the sum of $150,000.00 general damages and $46,489.15 special damages and for his costs and disbursements incurred herein.

David N. Hobson, OSB #59045
Attorney for Plaintiff

E. Daniel Seymour, OSB #71156
Attorney for Plaintiff

Trial Attorneys

Plaintiff's Social Security No. is 544-50-1144

DAVID N. HOBSON
Attorney at Law
3405 S.W. Barbur Blvd.
Portland, Oregon 97201
(503)224-4648

a true Copy

9026

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-49		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 2	6-8-83	Project Number IX-79(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 13 ,19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,064,741.00	$ 7,154,741.00
Federal funds	5,888,372.24(823)	5,964,872.24 (823)
Other revisions	$ 116,655.76(772)	$ 116,655.76 (772)

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June ,19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 25, 1983

Federal-Aid Project No. IX-79(6)

Allen Blvd. Interchange Section
Beaverton-Tigard Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadwork

Subtotal of previous estimate of December 29, 1981 $ 3,134,404.00

Subtotal	$ 3,134,404.00
Engineering	446,838.00
Total	$ 3,581,242.00

Type Code X521
Structure (Bridge No. 16134)

Total the same as previous estimate of September 12, 1979 $ 3,403,682.00

Type Code Y031
Signals

Total the same as previous estimate of September 12, 1979 $ 169,817.00

Length of project 0.0 miles

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	823	$ 3,443,999.92	$ 2,927,399.24	$ 516,600.68
Roadway	772	137,242.08	116,655.76	20,586.32
Structure	823	3,403,682.00	2,893,129.00	510,553.00
Signals	823	169,817.00	144,344.00	25,473.00
Total		$ 7,154,741.00	$ 6,081,528.00	$ 1,073,213.00

Group 1 100%
Contract No. 9026
Prefix: 134-1965
Prefix: 134-1037

9026

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 1-4-5		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 1	12/31/81	Project Number IX-79(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 13 ,19 79 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,785,041.00	$ 7,064,741.00
Federal funds	$ 5,767,283.00 823	116,655.76 (772) $ 5,888,372.24 (823)
Other revisions		

This modification is made for the following reasons: to include authorized railroad work and City of Beaverton water adjustments.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of December ,19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 29, 1981

Federal Aid Project
No. IX-79(6)

Allen Blvd. Interchange Section
Beaverton-Tigard Hwy.
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadwork

Subtotal on previous estimate of September 12, 1979		$2,854,704.00
Additional Authorized Items		
Work by SPT Co.	All Required	$ 192,145.00
Work by City of Beaverton (Water)	All Required	87,555.00
	SUBTOTAL	$3,134,404.00
	Engineering	356,838.00
		$3,491,242.00

Type Code X521
Structure (Br. #16134)

Total same as previous estimate of September 12, 1979	$3,403,682.00

Type Code Y031
Signals

Same as previous estimate of September 12, 1979	$ 169,817.00

Length of Project ---------- 0.00 mile

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	823	$3,353,999.92	$2,850,899.24	$ 503,100.68
Roadway	772	137,242.08	116,655.76	20,586.32
Structure	823	3,403,682.00	2,893,129.00	510,553.00
Signals	823	169,817.00	144,344.00	25,473.00
TOTAL		$7,064,741.00	$6,005,028.00	$1,059,713.00

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-115	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-12-79	State Oregon County Washington Project No. IX-79(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217, 0.54 mi. N. of SCL Beaverton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.0
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Prog Rate 85.0% FEDERAL FUNDS
$ 6,785,041.00	$ 5,767,283.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

Date executed by For: G.L. Green 9-13-79
Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

~~Project~~ Gen. File

Federal Aid Project
No. IX-79(6)

Oregon State Highway Division
Salem, Oregon, September 12, 1979

ALLEN BLVD. INTCHGE. SECTION
BEAVERTON-TIGARD HWY.
IN WASHINGTON COUNTY

Project Agreement Estimate.

Type Code Y008
ROAD WORK

Mobilization	All Required		$ 400,000.00
Temporary Protection and Direction of Traffic	All Required		47,000.00
Temporary Signs	302 Sq.Ft.	9.00	2,718.00
Temporary Barricades	50 Each	130.00	6,500.00
Temporary Continuous Rail Traffic Barrier, Lighted	450 Lin.Ft.	8.00	3,600.00
Temporary Guard Rail, Type 2A Lighted	50 Lin.Ft.	12.00	600.00
Temporary Guard Rail, Type 3A Lighted	1,200 Lin.Ft.	17.00	20,400.00
Temporary Concrete Barrier	350 Lin.Ft.	19.00	6,650.00
Temporary Traffic Signal Installation	All Required		41,000.00
Temporary Plastic Safety Markers	60 Each	80.00	4,800.00
Flagmen	4,000 Hr.	21.00	84,000.00
Temporary Illumination	All Required		27,000.00
Clearing and Grubbing	All Required		31,000.00
Removal of Structures & Obstructions	All Required		16,000.00
Ditch Excavation	6,420 Cu.Yd.	9.00	57,780.00
Embankment in Place	151,800 Cu.Yd.	4.10	622,380.00
Trench Excavation	4,540 Cu.Yd.	7.00	31,780.00
Finishing Roadbed & Slopes	All Required		22,000.00
Watering	1,600 M-Gal.	11.00	17,600.00
Bituminous Base Mixture	14,400 Ton	20.00	288,000.00
Asphalt in Bituminous Base Mixture	790 Ton	90.00	71,100.00
Aggregate Base	5,200 Ton	9.00	46,800.00
Aggregate Shoulders	1,500 Ton	12.00	18,000.00
Lime Treated Subgrade	25,900 Sq.Yd.	3.00	77,700.00
Lime for Treated Subgrade	290 Ton	120.00	34,800.00
Class "B" Asphalt Concrete Mixture	6,400 Ton	20.00	128,000.00
Asphalt Cement in Mixture	415 Ton	90.00	37,350.00
Asphalt in Tack Coat	9 Ton	300.00	2,700.00
12-inch Culvert Pipe	96 Lin.Ft.	12.50	1,200.00
18-inch Culvert Pipe	390 Lin.Ft.	16.00	6,240.00
24-inch Culvert Pipe	186 Lin.Ft.	20.00	3,720.00
60-inch Culvert Pipe	100 Lin.Ft.	77.00	7,700.00
12-inch Sewer Pipe	3,020 Lin.Ft.	14.00	42,280.00

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. IX-79(6)

15-inch Sewer Pipe	280 Lin.Ft.	15.00	4,200.00
18-inch Sewer Pipe	320 Lin.Ft.	18.00	5,760.00
24-inch Sewer Pipe	420 Lin.Ft.	26.00	10,920.00
30-inch Sewer Pipe	555 Lin.Ft.	30.00	16,650.00
36-inch Sewer Pipe	300 Lin.Ft.	45.00	13,500.00
48-inch Sewer Pipe	590 Lin.Ft.	63.00	37,170.00
Extra for Pipe Under Pavement	174 Lin.Ft.	30.00	5,220.00
Installing Pipe Under Railroad	All Required		30,000.00
Concrete Manholes	6 Each	1,200.00	7,200.00
Special Manholes, Type 1	1 Each	3,500.00	3,500.00
Special Manholes, Type 2	2 Each	3,800.00	7,600.00
Concrete Inlets, Type CG-1	16 Each	435.00	6,960.00
Concrete Inlets, Type G-1	26 Each	430.00	11,180.00
Concrete Inlets, Type G-2MA	4 Each	500.00	2,000.00
6-inch Drain Pipe	790 Lin.Ft.	7.00	5,530.00
Guard Rail, Type 2A	2,825 Lin.Ft.	13.00	36,725.00
Guard Rail, Type 3	175 Lin.Ft.	25.00	4,375.00
Guard Rail Anchors, Type 1	3 Each	400.00	1,200.00
Guard Rail Anchors, Type 2	3 Each	400.00	1,200.00
Extra for Guard Rail Bridge Connections	1 Each	350.00	350.00
Rail End Pieces, Type A	3 Each	100.00	300.00
Rail End Pieces, Type C	3 Each	170.00	510.00
Concrete Walks and Surfacing	1,800 Sq.Yd.	16.00	28,800.00
Concrete Driveways	140 Sq.Yd.	27.00	3,780.00
Concrete Curbs	155 Cu.Yd.	150.00	23,250.00
Concrete Barrier, Standard	2,013 Lin.Ft.	23.00	46,299.00
Concrete Barrier, Nonstandard	438 Lin.Ft.	23.00	10,074.00
Paved Culvert End Slopes	260 Sq.Ft.	6.00	1,560.00
Drainage Curbs	510 Lin.Ft.	5.00	2,550.00
Loose Riprap (Class 50)	810 Cu.Yd.	18.00	14,580.00
Delineators	75 Each	20.00	1,500.00
Adjusting Manholes	2 Each	400.00	800.00
Reconstructing Concrete Manholes	3 Each	800.00	2,400.00
Roadside Seeding and Mulching	9 Acre	650.00	5,850.00
Bark Mulch	11 Unit	150.00	1,650.00
			$ 2,563,541.00

SIGNING

Removal of Existing Sign Installations	All Required		1,100.00
Move and Modify Existing Signs	All Required		800.00
Wood Sign Posts	All Required		3,100.00
Sign Support Footings	All Required		20,000.00
Cantilever Sign Structures, Sta. 213+50	All Required		6,000.00
Cantilever Sign Structures, Sta. 233+60	All Required		9,000.00

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. IX-79(6)

Cantilever Sign Structures, Sta. 238+00	All Required		9,000.00
Cantilever Sign Structures, Sta. 243+00	All Required		8,800.00
Structure Mounts	All Required		3,600.00
Pipe Sign Posts	All Required		600.00
Breakaway Sign Posts	All Reuired		4,000.00
Single Post Breakaway Sign Supports	All Required		1,500.00
Single Post Slip Base Sign Supports	All Required		1,000.00
Signal Pole Sign Mounts	All Required		2,700.00
Type "A" Signs in Place	1,120 Sq.Ft.	18.00	20,160.00
Type "C", "D" and "R" Signs in Place	142 Sq.Ft.	12.00	1,704.00
Type "EE" Signs in Place	124 Sq.Ft.	12.00	1,488.00
Type "I" Signs in Place	64 Sq.Ft.	12.00	768.00
Type "U" Signs in Place	14 Sq.Ft.	12.00	168.00
Sign Illumination Equipment	All Required		8,000.00
Thermoplastic Pavement Arrows	5 Each	190.00	950.00
			$ 103,638.00

ILLUMINATION

Pole Foundations	All Required	16,000.00
Roadway Lighting Poles and Bracket Arms	All Required	50,000.00
Luminaires and Ballasts	All Required	7,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	42,000.00
		$ 115,000.00

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	57,325.00
Permanent Pavement Striping	All Required	1,800.00
Temporary Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	10,000.00
On the Job Trainees (3 @ 800.00)		2,400.00
		$ 72,525.00
	Subtotal	$ 2,854,704.00
	Engineering	356,838.00
	Total	$ 3,211,542.00

Type Code X521
STRUCTURE (Br.# 16134)

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. IX-79(6)

Shoring, Cribbing, Etc.	All Required		45,000.00
Structure Excavation	2,730 Cu.Yd.	9.00	24,570.00
Special Wall Backfill	1,500 Cu.Yd.	11.00	16,500.00
Furnish Pile Driving Equipment	All Required		101,584.00
Furnish Prestressed Concrete Piling	24,605 Lin.Ft.	8.45	207,912.25
Drive Prestressed Concrete Piling	24,605 Lin.Ft.	0.50	12,302.00
Furnish Prestressed Concrete Test Piling	172 Lin.Ft.	10.00	1,720.00
Drive Test Piles	172 Lin.Ft.	5.00	860.00
Load Tests	4 Each	2,000.00	8,000.00
Furnish Reaction Frames or Load Platforms	2 Each	2,000.00	4,000.00
Drilling Pile Holes	246 Lin.Ft.	15.00	3,690.00
Structural Concrete, Class 3300 (1,750 c.y.)	All Required		280,000.00
Structural Concrete, Class 4000 (2,670 c.y.)	All Required		744,311.00
Structural Concrete, Class 4,500 (1,730 c.y.)	All Required		353,028.00
Concrete in Retaining Walls	500 Cu.Yd.	280.00	140,000.00
Wall Excavation	200 Cu.Yd.	20.00	4,000.00
8-inch Concrete Block Wall	5,030 Sq.Ft.	7.00	35,210.00
Concrete Wall Footing	1,750 Sq.Ft.	11.00	19,250.00
Reinforcement (1,196,000 lbs.	All Required		613,460.00
Reinforcement in Retaining Walls	39,500 lb.	0.51	20,145.00
Coated Reinforcement 227,000 lb.	All Required		183,300.00
Reinforced Concrete Bridge End Panels	580 Sq.Yd.	60.00	34,800.00
Two Tube Metal Railing	997 Lin.Ft.	42.00	41,874.00
Three Tube Metal Railing	935 Lin.Ft.	62.00	57,970.00
Concrete Slope Paving	1,570 Sq.Yd.	27.00	42,390.00
Berm Paving	210 Sq.Yd.	18.00	3,780.00
Slope Paving Curbs	25 Lin.Ft.	50.00	1,250.00
CL-6 Chain Link Fence	47 Lin.Ft.	17.00	799.00
1-inch Electrical Conduit	720 Lin.Ft.	6.00	4,320.00
1 1/4-inch Electrical Conduit	500 Lin.Ft.	6.00	3,000.00
1 1/2-inch Electrical Conduit	1,000 Lin.Ft.	7.00	7,000.00
2-inch Electrical Conduit	1,010 Lin.Ft.	7.00	7,070.00
			$ 3,023,095.75

Anticipated Items

On the Job Trainees (3 @ 800.00)		2,400.00
	Subtotal	$ 3,025,495.75
	Engineering	378,186.25
		$ 3,403,682.00

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. IX-79(6)

Type Code Y031

SIGNALS

Traffic Signal Installation Complete	All Required	150,949.00
	Subtotal	$ 150,949.00
	Engineering	17,068.00
	Engineering (Sig. Cont.)	1,800.00
	Total	$ 169,817.00

Length of Project - - - - - - - - - - - - 0.0 miles

Retain in Program
(Not included in amounts below)

Other Railroad Costs	All Required	$ 134,820.00
Asphalt Cement Adjustment	All Required	50,000.00
City of Beaverton (Water)	All Required	100,000.00
Move Existing Controller	All Required	200.00
	Total	$ 285,020.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 3,211,542	$ 2,729,810	$ 478,732
Structure	3,403,682	2,893,129	510,553
Traffic Signals	169,817	144,344	25,473
Subtotal	$ 6,785,041	$ 5,767,283	$ 1,017,758
Reserve	585,547	497,717	87,830
Total	$ 7,370,588	$ 6,265,000	$ 1,105,558

1 100%
134-1965
134-1037
Lb. 9026

Oregon State Highway Division
Salem, Oregon, September 12, 1979

Federal Aid Project
No. IX-79(6)

Non Participating Items State Responsibility for Damages	All Required	$ 4,000.00

9026

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: May 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-79(6)
Allen Blvd. Interchange Section
Washington County

I request your approval of a program change on the subject project to increase the estimated total cost and Federal funds to reflect the latest estimated cost of the project.

Approval of this request will require a revision in financing as follows:

	Appn Code	Total Cost	Federal Funds	Pro-Rata
Present	772	$ 137,242.08	$ 116,655.76	85%
Present	823	7,017,498.92	5,964,872.24	85%
Previous	772	137,242.08	116,655.76	85%
Previous	823	6,927,498.92	5,888,372.24	
Increase		$ 90,000.00	$ 76,500.00	

Enclosed are copies of a revised project agreement estimate and modification of project agreement reflecting the requested changes.

CL:bks
Enc.
cc: E. Mershon
G. Zehner
General Files

Form 734-3122

9026

144

ROAD DESIGN SECTION

DES 16

May 3, 1983

Ross Yamasaki
Metro R/W

Donald N. Stoudenmeyer
Preliminary Design Supervisor

File No. 51952 - Bowers Property
FAU 9088 (Allen Boulevard)
Washington County

Versteeg ✓
Anderson
Adams
Listnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 05 1983
ROAD DESIGN SECTION

Do Not Pub
Return to
Bring Up
Action

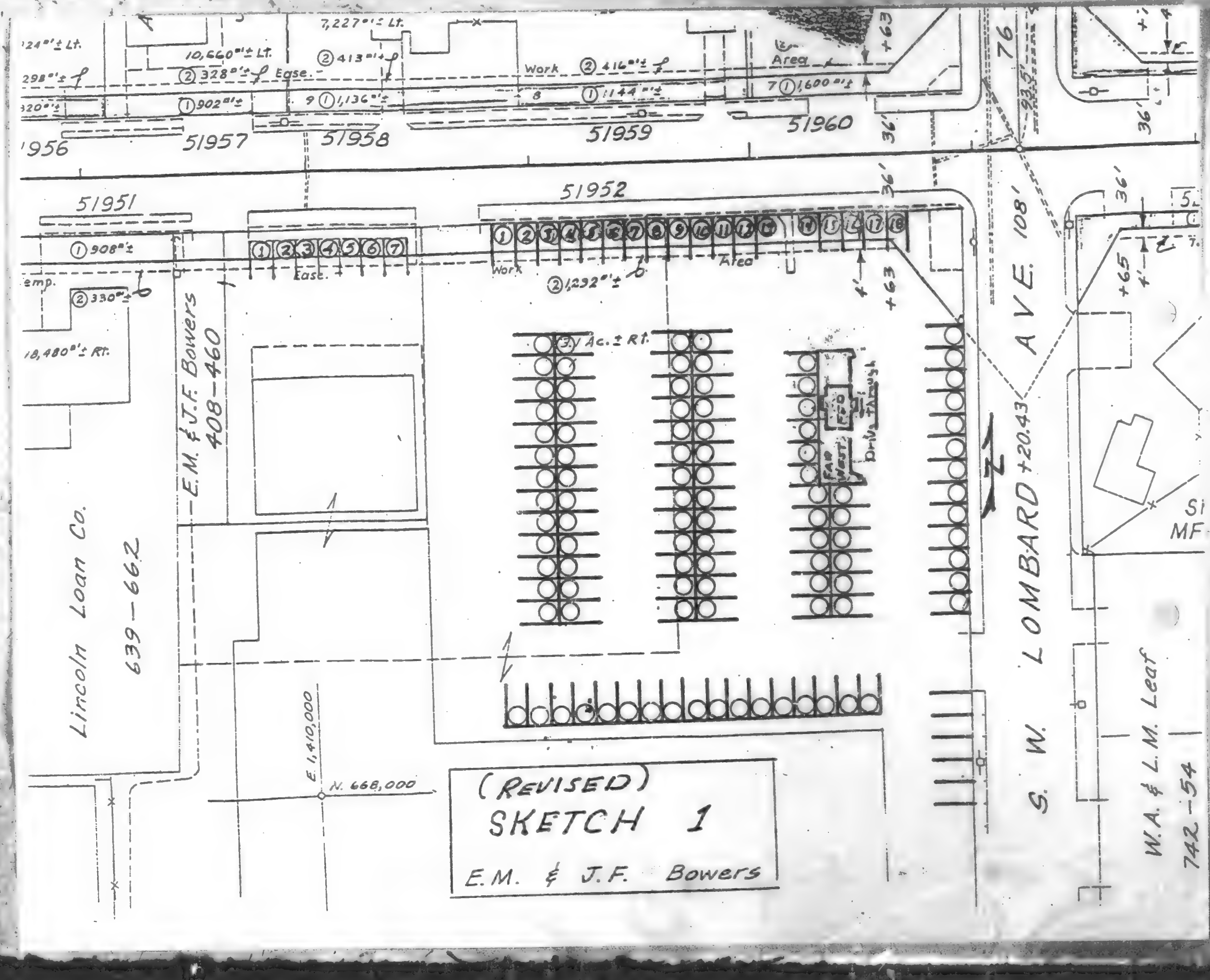
Revised Sketch 1 and 1-A show the existing condition, with the addition of the Far West Federal Building. Through conversation with you, it appears that the two stalls to the north of Far West Federal Building have been eliminated. If the rest of the lot has not been restriped, it appears the stalls are a a standard 10' x 19' with 24' two-way aisles.

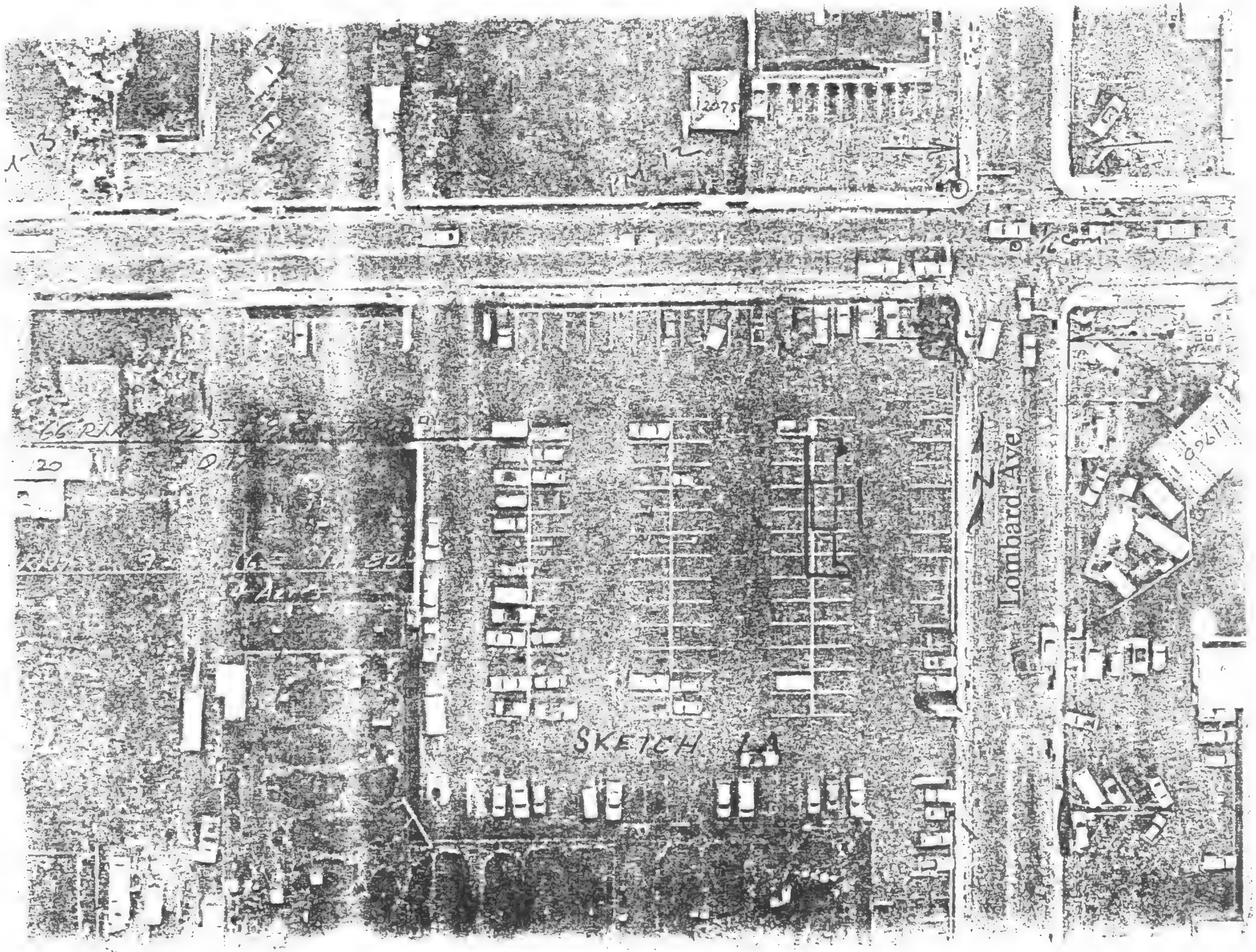
Revised Sketch 4 shows how Stalls 1 through 18 can be restriped along the new right-of-way line. This will necessitate the removal of 4 inside stalls to make room for the relocated ± 24' two-way aisle. So it seems they will lose 4 stalls in this large lot and possibly 1 to 4 stalls in the small lot, as previously commented on in a letter dated March 22, 1982.

If you have any questions, please contact me or Larry Stormo at 378-6276.

LS:ja

cc Larry Stormo


7,227°± Lt.
10,660°± Lt.
2 328°± ℄ Ease.
2 413°± ℄
Work
2 416°± ℄
Area
1 902°±
9 1,136°±
8 1 1144°±
7 1 1,600°±
51956
51957
51958
51959
51960
51951
51952
1 908°±
Temp.
2 330°±
18,480°± Rt.
Ease.
Work
2 1,292°±
Area
3.1 Ac.± Rt.
E.M. & J.F. Bowers
408-460
Lincoln Loan Co.
639-662
E 1,410,000
N. 668,000
S. W. LOMBARD +20.43
AVE. 108'
36'
76
93.5'
+63
+65
4'
W.A. & L.M. Leaf
742-54
(REVISED)
SKETCH 1
E.M. & J.F. Bowers


12075
Lombard Ave
SKETCH

Lincoln Loan Co.

639 – 662

E.M. & J.F. Bowers

408 – 460

E. 1,410,000

N. 668,000

PROPOSED

SKETCH 4.

E.M. & J.F. Bowers

408 – 460

W.A. & L.M. Leaf

742 – 54

S. W. LOMBARD +20.43 AVE. 108'

FAR WEST FED.

Drive Through

Work

Area

5'1951

5'1956

5'1957

5'1958

5'1959

5'1960

5'1952

36'

+65

76

93.5'

March 28, 1983

COM 5
#9026

General Telephone Company
of the Northwest, Inc.
P.O. Box 1003
Everett, WA 98206

Attention: Esther Servine
Claims Supervisor

Gentlemen or Ladies:

This is in response to a copy of a letter we received from you dated March 2, 1983, addressed to Baker Rock Crushing Company concerning damage to a manhole frame and cover, now approach to State Highway 217 at Allen Boulevard in Beaverton.

You requested in that letter the name and address of the bonding companies for Baker Rock Crushing. In checking our files the prime contractor on the project appears to be Ross Bros. Construction, Inc., for work on the Allen Boulevard Interchange, Beaverton-Tigard Highway in Washington County. Their bonding company is Safeco Insurance Company of America, 4121 SW Kruse Way, Lake Oswego, OR 97034 and their agent is K.K. & K. Associates, Inc., 500 Northeast Multnomah Street, Suite 1262, Portland, OR 97232. Our Construction office advises that Baker Rock was a subcontractor on this project. If you need further information on the subcontractor, please contact our Construction Office, 1158 Chemeketa, Salem, OR 97310.

Sincerely,

Robert W. Sorensen
COMMISSION SERVICES

fkn:sh
be Construction

General Telephone Company
of the Northwest, Inc.

PO Box [illegible]
Everett, Washington 98206
206 258 [illegible]

RECEIVED
MAR 10 1983
LEGAL

March 2, 1983

Baker Rock Crushing Company
21880 SW Farmington
Beaverton, Oregon 97005

Gentlemen:

Dean Ellis Company is continuing to deny responsibility for General Telephone Company's damages of October 19, 1981 (damage to manhole frame and cover, new approach to State Highway 217 at Allen Boulevard, Beaverton).

General Telephone Company is the innocent party in this matter entitled to be reimbursed without undue delay. As prime contractor you are responsible for your subcontractors. Please, therefore, resolve this matter between yourselves and remit payment within the next 30 days.

By copy of this letter, General Telephone Company is putting the State of Oregon on notice, and requesting that we be furnished name and address of insurance company and bonding companies for both Baker Rock Crushing and Dean Ellis Company.

Sincerely,

Esther Servine
Claims Supervisor

Attachment

cc: Attorney General
State of Oregon
100 State Office Bldg
Salem, OR 97310

Dean Ellis Company
Route 2 Box 12-C
Hillsboro, OR 97123

Oregon Dept of Transp.
Hwy Division
Transp. Bldg.
Salem, OR 97310

RECEIVED
MAR 7 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GENERAL TELEPHONE COMPANY OF THE NORTHWEST, INC. GENERAL TELEPHONE

P.O. BOX 1001 • EVERETT, WA [illegible] • (206) 259-5221
DIRECT INQUIRIES TO CLAIMS SUPERVISOR (206) 259-5011

INVOICE NO	INVOICE DATE	WORK ORDER NO	ACCOUNT NO
E21014	01/19/82	53304815781	0010 120299

DEAN ELLIS COMPANY
ROUTE 2 BOX 12-C
HILLSBORO OR 97123

DESCRIPTION

REPAIR MANHOLE FRAME AND ASSOCIATED FACILITIES
STRUCK AND BROKEN BY DUMP TRUCK WORKING FOR YOU
OCT 19, 1981, ALLEN & HWY 217, BEAVERTON.

LABOR:	17.5 HRS	$	480.92
MATERIALS:	12" RISER RING	$	70.12

INVOICE NO
E21014
DEAN ELLIS COM
INVOICE DATE
01/19/82
ACCOUNT NO
0010 120299
AMOUNT DUE
$ 551.04
AMOUNT PAID
$

TERMS: NET 30 DAYS PAY THIS AMOUNT $ 551.04

RETURN THIS STUB
WITH YOUR PAYMENT

GTE

MISCELLANEOUS BILLING AUTHORIZATION

FORM 604080 (REV. 4-78)
ACCTG INSTR NO. 600.00
SAFETY INSTR NO. 13

RECEIVED NOV 12 1981

533 EXCHANGE

4815731 WORK ORDER

PARTY TO BE BILLED Baker Rock Crushing Co. Dean Ellis Co.

TELEPHONE NO. 642-2531

ADDRESS Rte 2 Box 12-C

CITY Beaverton

STATE Ore

ZIP CODE 97123

Hillsboro

BILLING DESCRIPTION

A dump truck working for Baker Rock Co. blacktopping new approach at Allen & Hwy 217 was backing up with a load of black top laying machine when he hit one of GTE's manhole frames and covers breaking a 12" cement riser ring and moving frame out of position. It was necessary to replace 12" riser ring and reset frame and cover to grade.

BILLING IN ACCORDANCE WITH AGREEMENT NO. _____ DATED _____ ATTACH COPY OF AGREEMENT

TO BE BILLED AT — ACTUAL COST — $ ☐

— ACTUAL COST WITH MAXIMUM OF $ ☐

— ACTUAL COST WITH MINIMUM OF $ ☐

— ESTIMATED COST OF $ ☐

— TARIFF RATE OF $ ☐

— OTHER (EXPLAIN) $ ☐

ADVANCE PAYMENTS

EXCHANGE DEPOSITED

DEPOSITED BY

DATE

$

To Be Completed For All Billings With Labor

Date work started 10-19-81

Date work completed 10-20-81

Names of employees performing work

D. Applebee, E. Busch, M. Cauthron

Complete As Required

Purchase Order number

Sales Tax Exempt number

OTHER AMOUNTS TO BE BILLED (LIST CONTRACTOR INVOICES AND ATTACH COPY)

AMOUNT	ACCOUNT	DESCRIPTION
1 12" cement riser ring @ [illegible] ea		Mat Cost 546 952

RECEIVED BY SAFETY DIRECTOR

OCT 26 1981

SNAP OUT CARBONS AT TOP — COMPLETE REVERSE SIDE FOR DAMAGE BILLINGS

Tommy Peeuwsen — PREPARED BY

649-7911 — PHONE NO.

10-22-81 — DATE

Walt Arnold — APPROVED

APPROVED

Yellow copies to Safety 5S Everett
Retained by originator

ADDITIONAL INFORMATION REQUIRED FOR DAMAGE BILLINGS

Complete For All Accidents Involving Vehicles

OWNER		ACCIDENT DATE / TIME
ADDRESS		TELEPHONE NO.
DRIVER (if other than owner)		DRIVER'S LICENSE NO.
ADDRESS		TELEPHONE NO.
MAKE AND MODEL OF VEHICLE		LICENSE NO.
INSURANCE CO.	ADDRESS	
INVESTIGATING POLICE OFFICER	POLICE DEPT.	
WITNESS	ADDRESS	
WITNESS	ADDRESS	

Other Information

CLEARANCE FROM GROUND IF AERIAL CABLE — NUMBER OF SUBSCRIBERS AFFECTED

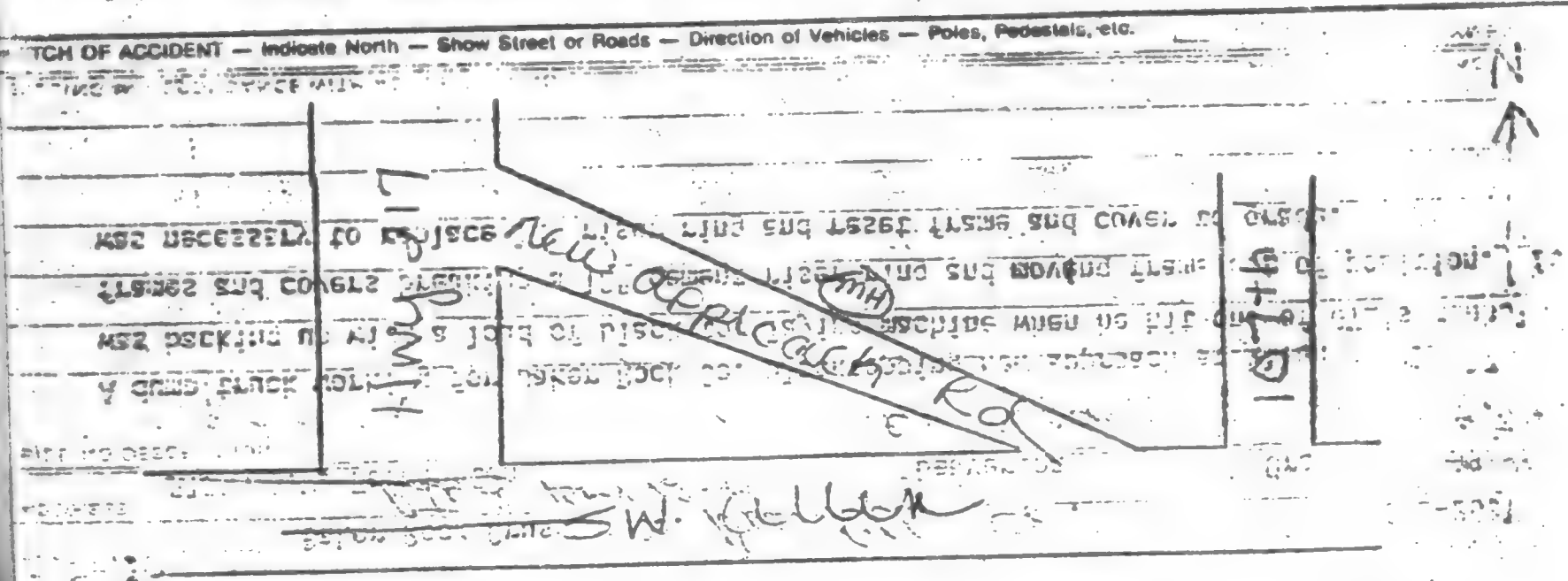
DESCRIBE EQUIPMENT CAUSING DAMAGE IF OTHER THAN MOTOR VEHICLE

MEASURED HEIGHT OF VEHICLE CAUSING AERIAL CABLE DAMAGE

SUBSURFACE CABLE DAMAGE - COMPLETE ONLY FRONT SIDE OF THIS FORM. ATTACH SUBSURFACE CABLE DAMAGE CHECK LIST FORM 604059.

COMPLETE DESCRIPTION OF ACCIDENT AND DAMAGE (Attach additional sheets if necessary)

SKETCH OF ACCIDENT — Indicate North — Show Street or Roads — Direction of Vehicles — Poles, Pedestals, etc.



General Telephone Company of The Northwest, Inc.
Box 1003 5-S
Everett, Washington 98206

December 8, 1982

Mike Mallory
755 Liberty Bell
Beaverton, Oregon 97005

Dear Mr. Mallory:

The State of Oregon has furnished your name as an officer of Dean Ellis Company, a trucking and excavation company who who caused damage to General Telephone Company's facilities, Allen and Highway 217, Beaverton, October 19, 1981.

We have previously been in contact with Dennis Mallory of your firm concerning payment of dameges, and in response to his request have furnished the names of the employees and truck numbers involved.

Mr. Mallory's letter of May 2, 1982 stated that he would advise your insurance carrier on receipt of the above information; however, there has been no further response from either your company or the insurance company.

It is our wish to resolve the matter without litigation. The claim will be held in abeyance until the end of December at which time the matter will be referred to our attorneys.

Please let us hear from you so this action is not necessary.

Sincerely,

ESTHER SERVINE

Esther Servine
Claims Supervisor

Attachment

General Telephone Company of The Northwest, Inc.
P. O. Box 1003 5-S
Everett, Washington 98206

June 9, 1982

Dan Mallory
Dean Ellis Corporation
Rte 2, Box 20
Hillsboro, Oregon 97123

Dear Mr. Mallory:

This will confirm our telephone conversation on May 13, 1982 with Ms. Mallory, advising her the name of the drivers, Ken and Dennis and truck numbers 8201 and 8202.

This information was provided by Baker Rock when they advised us your trucks were hauling the black topping on October 19, 1981.

We will be glad to contact the insurance company directly, upon receiving the name and address of your carrier.

Sincerely,

Ervine Brown (Ms)
Claims Administrator

Attachment

9026

144

ROAD DESIGN SECTION

DES 16

January 14, 1983

Rodger Jarmer
Metro R/W
Larry Stormo for
J.H. Versteeg
Road Design Engineer

File #52949 Ostrom Property
FAU 9088 (Allen Blvd.)
Washington County

Sketch 1 and 1-A show the existing condition. There are six existing painted stalls, five to the west of the building at 60° anglesamnd one at the northwest corner of the parking lot. They seem to be 9 ft. stalls. It also looks like there is room at the south end of the building to park one vehicle. This unmarked area is the only parking area that will be lost do to construction.

There seems to be no way to restrip this lot to recover this unmarked stall. So they will end up with only the six painted stalls after construction.

If you have any questions, please contact Larry Stormo, Preliminary Design, Salem 378-6276

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Serpin
Trout
Wakeley

RECEIVED
JAN 14 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

LS:kg

E.D. Ostrom
#52949

#52949

L. Mudrick
978-227

Ben Franklin Federal Savings & Loan
480-441

D.C. & D.W. Brown (C.P.)
512-224

D.G. & L.L. Nelson
1119-7

D.C. Calnan, Jr.
et ux
676-258

S. W. TARA

Find ⅝" I. Rod (2-16-78)
N. 660,345.61
E. 1,407,806.13

13,570 ± Lf.

7,410 ± Lf.

7,410 ± Lf.

6,775 ± Lf.

52673

52701

52700

52702

Work

Area

Temp. Ease. 465 ±

+85

+55

+20

65'

50'

39'

55'

32'

90'

Temp. 52672

Ease. 52673

Work 52674 Area

6,245 ± Rt.

23,155 ± Rt.

6,327 ± Rt.

R.L. Richardson
81-005581

R.L. Richardson
768-426
744-954

L. Mudrick
978-227

F.G. & S.E. Megy
628-284

A
1

AVE.

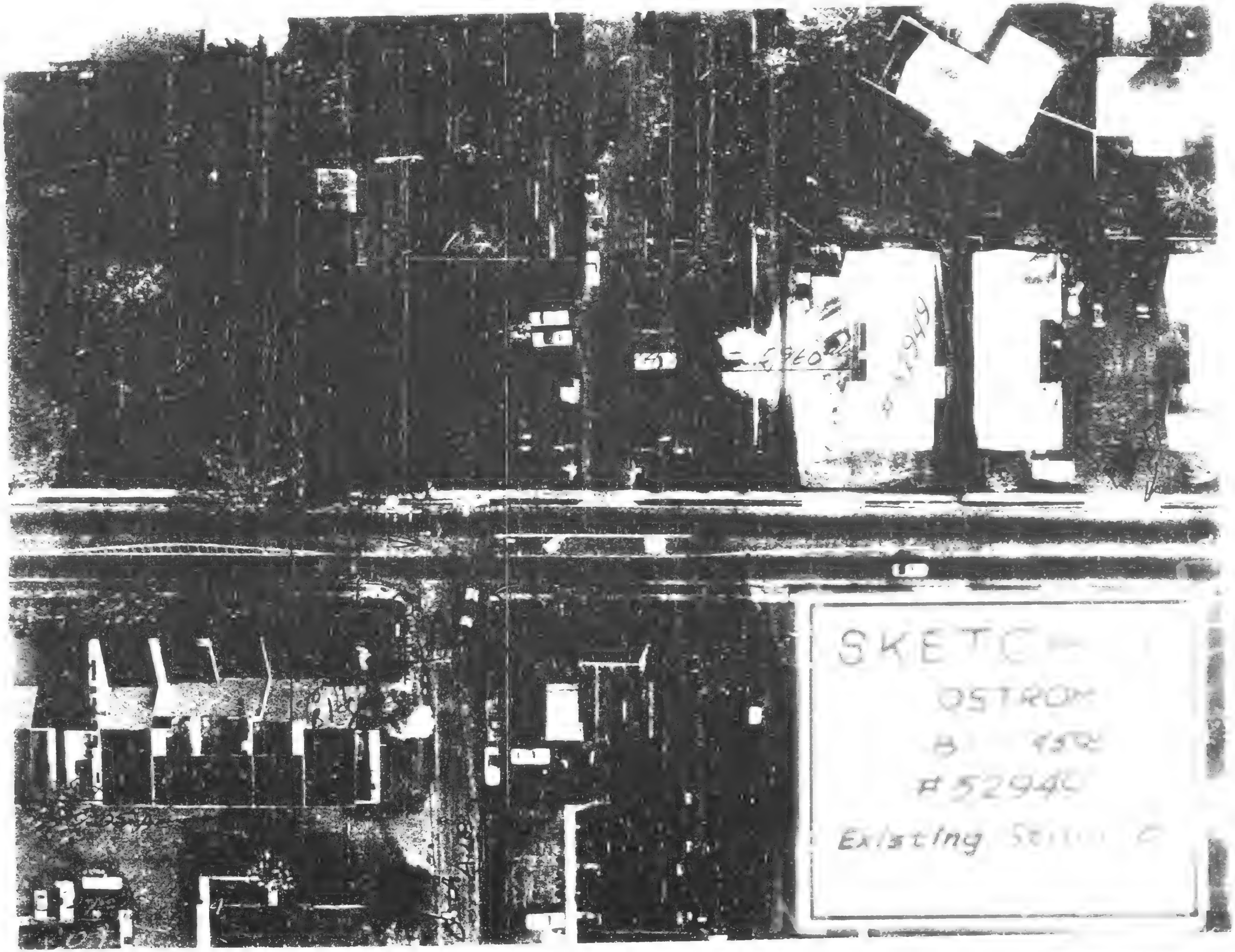
SKETCH 1

OSTROM

81 - 1595

#52949

Existing Stalls 6



SKETCH
OSTROM
B 450
#5294C
Existing Stair C

9026

B

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: C.T. Keasey, Ed Hardt, L.E. George, Enrique Rodriquez, ~~Don Trout~~ General Files

DATE: December 28, 1982

FROM: A.D. Olson
Preliminary Design Engineer

SUBJECT: Beaver vs Pelett v State
Claim No. 125-073-L11004
Allen Blvd. Interchange
Beaverton-Tigard Highway
Washington County

229-6000

John C. McLean, Assistant Attorney General, has requested that your files on Allen Blvd. be delivered to his office at 500 Pacific Bldg., 520 SW Yamhill, in Portland.

This was discussed with Jack Sollis. He suggests that a list be made of the material transmitted, since material tends to get mixed (or lost), even though it is transmitted in seperate boxes.

ADO:kg

846 files (sheets) duplicated and mailed to McLean 1-7-83.

Contains Recycled Materials
81-125-1307

SP*75003-1.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: December 16, 1982

FROM A.D. Olson
Preliminary Design Engineer

SUBJECT: Beaver v. Pelett v. State
Allen Blvd. Interchange
Beaverton-Tigard Highway
Washington County

The material on Allen Blvd. Interchange filed in General Files was reviewed relative to the detour stage and the accident of February 9, 1981.

There are 6 folders (about 5" thick) with general correspondence dated back to 1973. Copies of the Field Engineers Weekly Report for construction projects are in these files.

No mention of the accident was found in the Weekly Reports. FHWA inspection reports of 3/1/81 and 5/27/81 mention the accident briefly. The Weekly Reports note progress of construction on the detour, when it was in use and when it was no longer used. No other data was found on the detour.

ADO:kg

Contains Recycled

B

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16
LEG 3

TO: C. T. Keasey
Ed Hardt
L. E. George
Jack Sollis
Enrique Rodriguez

DATE: November 26, 1982

From: Adrian D. Olson
Preliminary Design Engineer

NOTED
E. S. HUNTER

Subject: Beaver v. Pelett v. State
Claim No. 125-073-L11004
Allen Boulevard Interchange
Beaverton-Tigard Highway

Attached is a request for information for a lawsuit. It is very broad in nature and presumably covers all work leading to development and construction of the Allen Boulevard Interchange section, contracted August 23, 1979 (Contract 9026).

Also attached is a copy of a November 2, 1982 memo on the case and a January 13, 1982 memo on the accident. These pin down the specifics of the accident, the stage of construction, etc., and spell out five points of alleged State negligence. I presume that the intersection at the time of the accident will be the primary area of interest.

A brief list of events leading up to construction is also attached.

In reviewing the "Request for Production", the following comments on sources appear to be appropriate:

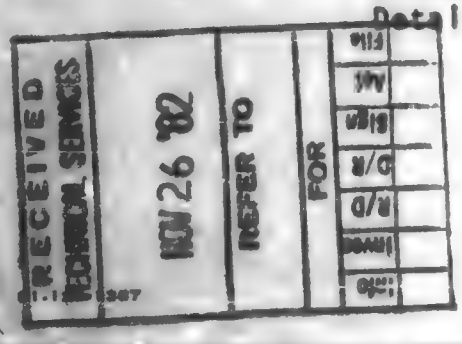
A. Records of construction from 1970 to the present. Most of the records for the recent project have been sent in to the Construction Section.

Contract plans, specifications, weekly reports, diaries, pictures, etc., are presumably among the items required.

Construction
Region
Project Manager

B. Plans, maps, etc., other than above.

Standard Interchange Sheet (Have)
Detail Map (Project Manager, Region?)



Other ?

Construction
Region
Project Manager

C. Documents relating to studies, etc., prior to February 9, 1981.

Environmental Impact Study (Have)
Public Hearing Transcript (Have)
Traffic Studies, ???

Traffic
Region
Project Manager

D. I presume that the request for records on the safety history of the intersection refers to those accidents or reports that are in our records, not those of which we are unaware.

Region
Traffic
Construction
Project Manager

E. Records of complaints or warnings about the intersection.

Public Hearing Transcript (Have)
Environmental Impact Study (Have)

Region, D.M.S.
Construction
Traffic
Project Manager

F. Documants relating to lawsuits or claims.

Region, D.M.S.
Construction
Legal

G. Contracts and subcontracts on or before February 9, 1981.

Construction
Region

H. Maintenance records.

Region, D.M.S.

I. Documents relative to design, etc., of traffic control lights, signing and lane markings as of February 9, 1981.

Traffic
Region
Construction
Project Manager

J. Documents developed or produced as a result of the accident February 9, 1981.

Region
Construction
Project Manager
Legal

K. Documents relating to new or added safety measures after February 9, 1981. I presume this refers primarily to the at-grade intersection (as a result of accident) as opposed to planned stage construction.

Much of this data may have been collected previously, since I note that the Region Traffic Engineer testified at the trial on the accident.

Please review your files, note those things you have that appear required by this request, identify other data that you are aware of and where it can be found, and send this listing in to this office. We will attempt to put it all together and request from you those things that are required.

Please identify those individuals that best fit the descriptions of the people wanted for depositions.

ADO:ja

Attachments

cc E. S. Hunter
John C. McLean

CHRONOLOGY OF EVENTS

March, 1962	Allen Avenue Interchange Standard Sheet
June, 1967 - December, 1969	Beaverton-Progress Section Construction. At-grade intersection with Allen Blvd.
February, 1974	Field data sent in.
July, 1976	Draft E.I.S. circulated.
September 9, 1976	Corridor-Design Hearing
February, 1978	Final E.I.S. submitted.
August 23, 1979	Contract letting.

ADO:ja

11/26/82

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
NOV 16 1982
LEGAL

DATE: November 15, 1982

TO: Jack Sollis
Assistant Attorney General

FROM: John C. McLean
Assistant Attorney General

SUBJECT: Beaver v. Pelett v. State
Claim No. 125-073-L11004

NOTE: OK!

Enclosed is a copy of a request for production that was served upon me on October 7 and which for some reason I did not see until more than a month later. Please forward a copy of the request to the proper persons for assembling of the requested information which, if it is not too voluminous, should then be forwarded to me. If there are any subjects inquired about for which no records are kept or for which I should direct my request elsewhere, please let me know.

I realize that the work involved to comply with this request will be considerable. However, as indicated in a previous memo, we are dealing with two death cases and therefore there are a lot of bucks involved.

If it is possible, it would be very helpful if the requested material could be segregated into separate files or folders marked as being in response to a particular numbered request.

The same attorney has advised me that after this material has been received he will want to take depositions of the following persons: "the individuals in charge of designing the intersection, making the decision to proceed with this construction, designing improvements, supervising construction and improvements and for maintaining records of accidents." He also wants to depose someone who is familiar with preventive and precautionary accident prevention and safety concerning the intersection. Please let me know who those individuals are so that, when the time comes, I can pass on the good news to them regarding their being deposed.

lm
enclosure

81-125-1367

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

LYNN BEAVER, Personal Representative of the Estate of LARRY BEAVER, Deceased,

Plaintiff,

vs.

WALTER D. PELETT, dba CITY LIQUIDATORS, and JAMES RICHARD RECOBS, JR.,

Defendants and Third Party Plaintiffs,

vs.

STATE OF OREGON by and through its Department of Transportation, Highway Division, U-HAUL COMPANY OF OREGON, MORELLI'S TEXACO, and DAVID NEHER, doing business as BEEMER-NEHER INSURANCE COMPANY,

Third Party Defendants.

NO. A8109-05780

REQUEST FOR PRODUCTION TO THIRD PARTY DEFENDANT STATE OF OREGON

ANNADIANA BEAVER, Personal Representative of the Estate of KEVEN P. BEAVER, Deceased,

Plaintiff,

vs.

WALTER D. PELETT, dba CITY LIQUIDATORS, and JAMES RICHARD RECOBS, JR.,

Defendants and Third Party Plaintiffs,

vs.

STATE OF OREGON by and through its Department of Transportation, Highway Division, U-HAUL COMPANY OF OREGON, MORELLI'S TEXACO, and LYNN BEAVER, Personal

NO. A8109-05808

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
601 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-5181

Representative of the Estate of LARRY BEAVER, Deceased, DAVID NEHER, doing business as BEEMER-NEHER INSURANCE AGENCY,

Third Party Defendants.

TO THIRD PARTY DEFENDANTS THE STATE OF OREGON:

Pursuant to ORCP 43, third party plaintiffs request that third party defendant State of Oregon produce for inspection and copying the following documents at the law offices of Tooze Kerr Marshall & Shenker, 801 Standard Plaza, 1100 S.W. Sixth Avenue, Portland, Oregon, 97204, within thirty (30) days:

1. Definitions:

A. As used herein, "subject intersection" means the intersection of Oregon State Highway 217 and Allen Boulevard in the State of Oregon, and includes traffic control signals, road markings, signs, safety devices, all public roads and thoroughfares in the immediate vicinity of said intersection, and all construction activities involving said intersection.

B. "Documents" means all records, notes, memoranda, plans, blueprints, charts, daily reports, pictures and any other written, recorded or graphic material related to the subject intersection.

2. Requests:

A. All records relating to construction activity involving the subject interesection from 1970 to the present.

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
801 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-7181

B. All plans, diagrams, blueprints, maps, schematic drawings and other technical and pictorial representations of the subject intersection.

C. All documents relating to studies conducted by or for the State of Oregon prior to February 9, 1981, concerning the safety of the subject intersection. This request includes studies and discussions of safety, possible improvements, preventive measures, feasibility and engineering defects and improvements.

D. All records relating to the safety history of the subject intersection, including acccident reports, police reports, and other records concerning accidents or injuries.

E. All records relating to any complaints made about the subject intersection, or warnings of any nature given to the State about the subject intersection.

F. All documents relating to lawsuits filed or claims made against the State regarding the subject intersection.

G. All contracts, including subcontracts, relating to construction being performed at or around the subject intersection on or before February 9, 1981.

H. All maintenance records relating to the subject intersection.

I. All documents relating to design, planning, selection, and installation of the traffic control lights, signing and lane markings at the subject intersection as of February 9, 1981.

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
601 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-5161

J. All documents developed or produced by or for the State of Oregon as the result of the accident which is the subject of this action.

K. All documents relating to any repairs, improvements, upgrading, or new or additional safety measures affecting the subject intersection after February 9, 1981.

DATED this 5th day of October, 1982.

TOOZE KERR MARSHALL & SHENKER

By /s/ Eric J. Neiman

Eric J. Neiman
Of Attorneys for
Third Party Plaintiff

TOOZE KERR MARSHALL & SHENKER
ATTORNEYS AT LAW
901 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-5161

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis
Assistant Attorney General

DATE: November 2, 1982

FROM: John C. McLean
Assistant Attorney General

SUBJECT: Beaver v. Pelett v. State (2 cases)
Claim No. 125-073-L11004

These two cases are brought by the personal representatives of a father and son killed in an automobile accident which occurred February 9, 1981 at the Allen Blvd. interchange on the Beaverton-Tigard Highway. Decedents were proceeding northbound through the intersection on a green light when a southbound U-Haul van made a left turn from other than the left turn lane. The driver of the southbound car was convicted of criminal homicide in a trial at which his attorney (actually, the attorney for his employer) put on a defense based in part upon the testimony of Gerald Cysewski, a consulting engineer and self professed highway design expert from the State of Washington whom I encountered him in the collision case I tried a year or so ago involving a car crossing the median island by the highway shops in Milwaukie. I suppose he will likewise be testifying in this case for the employer-defendant, who has brought a third-party action against the State in which it is alleged that the State was negligent in the following particulars:

(a) Failing to properly design said intersection and its signing so that traffic traveling southbound on Hghway 217 intending to turn eastbound on Allen Boulevard would be channeled so as to allow safe passage;

(b) Failing to post directional signing adequate to inform a reasonable driver that a left-turn lane was available for traffic turning eastbound onto Allen Boulevard;

(c) Failing to provide a left-turn lane that was reasonably indentifiable as such to a reasonable driver under the circumstances;

(d) Failing to provide left-turn signal lights visible to through traffic on Highway 217; and

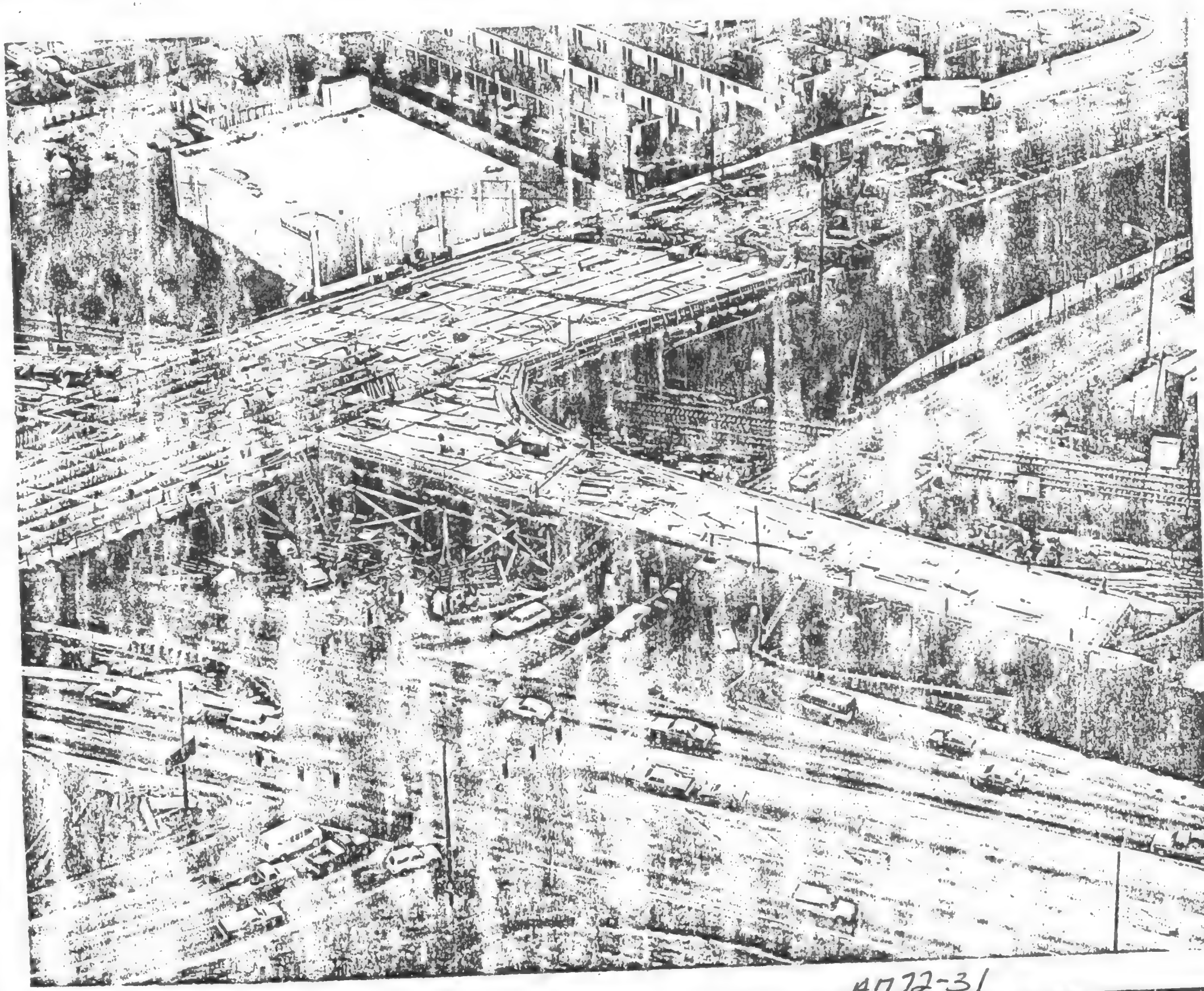
(e) Establishing a construction speed that was excessive under the circumstances.

I would like to line up expert testimony to defend those charges. I assume our witnesses could all be "in house" but would be glad to talk to you about it. I have seen photographs of the intersection, and enclose a xerox of one for orientation purposes. It looks south in the way that the U-Haul van was going. I have not yet ascertained where the first sign was located advising southbound traffic that a left-turn on to Allen Blvd. had to be made from the left rather than from the right side of the highway, nor what that sign said. Also, I have not checked to see whether the wording and placement of such sign or signs was in accordance with the Manual on Uniform Traffic Control Devices or not, but obviously that is something that must be gone into.

Whoever is going to testify for us should be aware of and prepared to respond to the thinking of Cysewski, since it may be encountered in our case. Accordingly, a copy of that testimony is enclosed. Trial date is set for December 20, 1982. I would like to button down my witnesses considerably earlier than that, of course, and your assistance in helping me get to the right people would be much appreciated.

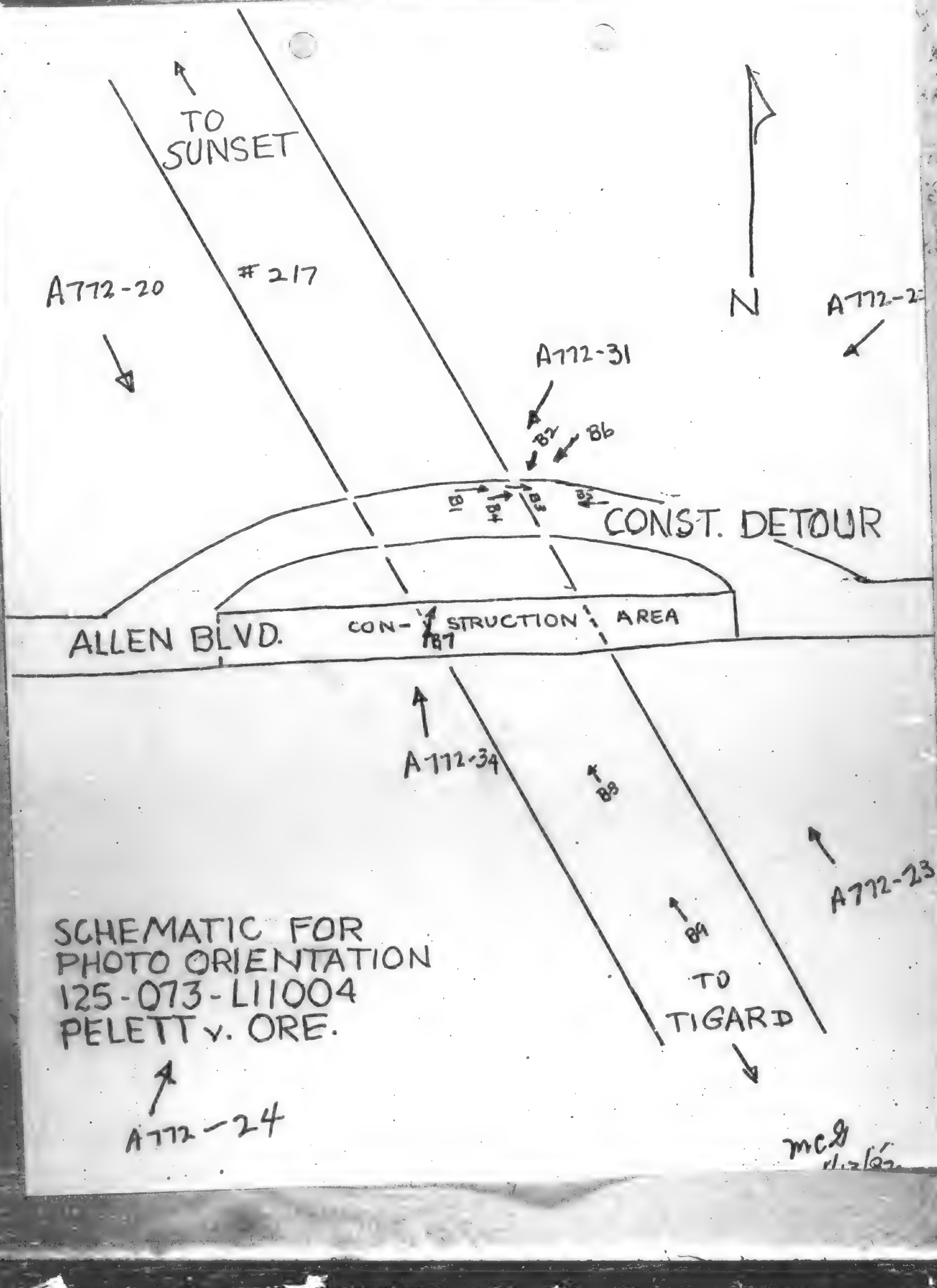
lm
enclosures

Dictated but not read.



AM72-31

(Taken 2/23/81)


TO SUNSET
#217
A772-20
N
A772-2
A772-31
B7
B6
B1
B4
B3
B2
CONST. DETOUR
ALLEN BLVD.
CON-
STRUCTION
AREA
B7
A772-34
B8
A772-23
B9
TO TIGARD
SCHEMATIC FOR
PHOTO ORIENTATION
125-073-L11004
PELETT v. ORE.
A772-24

Memo to file
by Jim McGoodwin, AAG
(he is no longer with the State)

ACCIDENT REPORT
January 13, 1982
125-073-L11004
Pelett v. Oregon

On 1/13/82, I interviewed Enrique Rodriguez who is the resident engineer who supervised the construction of the Allen Blvd. overpass over Highway 217 in Washington County, Oregon. I also spoke with Alan Russell, a worker in Rodriguez' office. Rodriguez' office is about one eighth mile from the accident site and Rodriguez is not only conversant with the contract/construction situation, but also a witness himself. It was Rodriguez' task to make sure that the construction contractor installed the overpass facility as it was designed.

RODRIGUEZ: This witness arrived on the scene of the accident a few minutes after it occurred. He was there on routine business and not because he had had notice of the occurrence. That day was a Monday and his standing orders for Monday and Friday (which were obeyed on this date) were that the lights and signs, and the like, should be checked to be in conformity with the contract. This was done shortly after 8:00 a.m. 2/9/81. The time that Rodriguez arrived can be easily determined. His crew members (Chuck Russum, Ken Ledou and Dick Demaris) and the contractor's crew members, were still up on the structure west of #217 where they had been working when the accident occurred. Hank told Ledou to come down and help with measurements and, when discouraged in that by the Beaverton Police, to get the Engineering office photographer (Alan Russell).

Some of the occupants, at least, were still in the Hudson when Rodriguez arrived. The helicopter arrived after he got there. Police and fire units were on the scene. Other emergency people and the tow trucks arrived later.

Rodriguez is able to testify, also, that the lights were all working correctly on the red-green established cycle. The Police were actually controlling traffic but the lights were going correctly. Had any malfunction previously occurred, the lights would have been doing a flashing-yellow and that was not occurring.

The cars had not been moved when Rodriguez got there and were located as they are shown in the accompanying pictures. The color photos are of two sorts - both taken by Alan Russell from Rodriguez' office. The north-bound lanes of traffic had been rerouted by the time Rodriguez got there and the helicopter, that came to remove one injured person, landed in the north-bound lane while he was there.

His testimony is clear: all of the signs and warnings required to be at that location at that time (whether permanent or "construction-related") were where they should have been and operating as they should operate, if operating type.

The construction was in the condition that they had put in the temporary undergirdings for the overpass and had completed the "bottom of the box" which was the under part of the construction span. The task being conducted at the time of the accident was putting the supporting cross-work in place. The Oregon employes on the site were running elevations on the concrete forms preparatory to pouring.

RUSSELL: Russell took the color photos that accompany this report. (B8 and B9 were taken early in May 1981; B1 - B7 were taken the day of the accident). All of the color shots later were delivered by Russell to Suburban Photos in Beaverton for developing and printing. The black and white shots were taken at some time between 2/9/81 and 2/23/81 and are the work of the State Photo Lab. Additionally, some legal procedure involving Pelett or "Recobs" was conducted (manslaughter?) and Russell prepared a diagram of the accident area for Ron Failmezger (Transportation - Region II Hdqtrs.) to use in testifying in that trial. The sketch was not returned and there is nothing in the way of diagrams of the accident available in Rodriguez' office at this time.

INTERSECTION: This intersection was interrupted May 29, 1980, by the rerouting of traffic on Allen Blvd. onto a detour which was used during all of the period of construction. The stop lights controlling the intersection were moved northerly from the construction area to the detour crossing. Though there was some impediment to seeing the lights to a north-bound person approaching the area (because of the construction itself) there was no impediment at all for the south-bound person. Such a person approached from an eminence that looked right down onto the whole construction site (a RR overpass about one quarter mile or less north of the construction site). There had been complaints and investigations regarding several of the effects of the presence of the construction (including the north bound view of the stop lights) but, to Rodriguez' recollection, there had never been any complaints regarding the sufficiency of the south-bound approach.

It was possible to do several things at that intersection: cross on either #217 or Allen Blvd., turn right from one to the other, or turn left from one to the other. The right turns were not specifically controlled by lights. The left turns from Allen Blvd. onto #217 were not specifically controlled by special left-turn lights. Crossing #217 and turning left from #217 into Allen Blvd. were controlled by special lights. The sequence for them was: #217/Allen/Left. Allen could enter on demand - that is, the light would stay green for #217 indefinitely unless somebody wanted to turn left onto Allen or to cross #217 on Allen. (This happened only late at night usually).

At the time of the accident, the intersection and its controls were all as required by the permanent highway plan and the contract documents as reflected in the construction plans. This is according to all the engineers who were on the scene. After the accident, traffic continued to flow, during investigation and clean-up, along Allen Blvd. and in the south-bound lanes of #217.

RECORDS: Though there is a check for payment in the file, there is no Beaverton Police report there. What is needed is Beaverton Police Report #81-1729. The Oregon State Police were not involved. The identity of the two witnesses that are shown in the accompanying photos can probably be determined from the police report. They are the blue-jacketed woman in B-1 and B-4 and the red-jacketed woman in B-2. The former told Rodriguez that she was stopped at the light and did not look up until the sound of the impact and her car was struck. The representation of the TV camera man who was there taking pictures is not known to the engineers.

A job diary is kept with daily entries by the on-site engineer. This document covers persons present and completion notes and the like and does not, in this case, refer to the accident. This omission is customary if the facility is not involved.

Rodriguez keeps a daily diary in which his initial impressions of the accident are clearly reported - and annotated with later information that it was not that the Hudson ran the light, but that the van turned without a favoring signal. He reports that he checked the warning system and found it to be in order.

A weekly report goes to Salem but it shows only construction activity and does not mention this accident.

Vehicular Volume reports (one is available for a 1978 two-day period in the accompanying - perhaps one would be available for a period closer to the accident date) show that this was a very busy intersection. They would, also, show, according to Rodriguez, that there were few - or no - accidents that were caused by the events that caused this one. This is so because the impediment to the lights, the short left-turn refuge, and the nearness of supporting structure to the travelled portion of the road were all conditions of difficulty on a north-bound approach and not on a south-bound approach.

The state gets accident reports from police agencies routinely only on accidents that involve some state vehicle or facility or upon request. Rodriguez has the Beaverton Police Report.

SPECIFICATIONS OF NEGLIGENCE: a) The "plan" was prepared by the Transportation Department and is evidenced by the construction plans attached hereto. Several witnesses will say that these plans, insofar as lining, signing, warnings, etc., were fully implemented and operative. b) There was no warning that there would be a left-turn refuge made available. There was an illuminated "Left turn signal" (in place and operating) directed toward the north from which the left-turning vehicle approached. c) There was a lengthy left-turn refuge for persons approaching from the north. There is no indication that the van availed itself of the left-turn refuge and there is indication that it turned from one of the two "through" lanes. d) There was in place an illuminated left-turn signal light and an operating light for giving the green to a left-turner. This light would have been red when the van went through it. e) The construction speed was as the construction plan called for. Signals asserting that were in place. f) This catch-all is weaker than most for the reasons noted above regarding the vehicle approaching from the north. The time was such that visibility was as clear as possible in the light of the overcast, drizzling day.

CONTRACT: The construction "contract" generally was for the construction contractor to build the structure set forth on the accompanying plans in 800 days. A copy of that contract would be available through Region II Transportation office, 9200 S. McLaughlin Blvd., Milwaukie, Oregon. Ron Failmezger (653-3100) is the person to contact there. His task, was also the design and monitoring of the operating signals that were at the accident scene. He testified at the Recob's trial in Hillsboro.

9026

November 2, 1982

A-1 Sandblasting & Steam Cleaning Co.
6117 N.E. Portland Highway
Portland, OR 97218

CON 5
#9026

Attention: Harlin Cornett
President

Gentlemen:

Thank you for your letter of October 8 informing us that your claim against Ross Bros. Construction, Inc. has been paid.

This appears to be in reference to your claim in the amount of $6,036.67 against Contract No. 9026 with Ross Bros. Construction, Inc., for work on the Allen Boulevard Interchange of the Beaverton-Tigard Highway in Washington County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON Cond
11-2-82 dmc

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting
of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

October 8, 1982

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

RE: OSHD #9026 ALLEN BLVD. INTERCHANGE SECTION

Dear Sir:

This is to inform your office that our claim aganist Ross Bros. Construction, Inc. has been paid. Thanking you for your assistance in the matter.

Sincerely,

Harlin Cornett

Harlin Cornett, President

HC/bb

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, Oregon 97034

RECEIVED
OCT 11 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9026

144

10-18-82

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: ALLEN BLVD. INTERCHANGE
HIGHWAY: BEAVERTON-TIGARD
COUNTY: WASHINGTON

CONTRACT No.: 9026
PREFIX No.: 134-1037
F.A. No.: IX-79(6)

ITEM No.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI FINAL	% + OR -
	CONTRACT BID ITEMS	$	5,956,223.75	5,988,431.18	+ 0.5
	ANTICIPATED ITEMS	$	365,745.00	191,264.00	- 48
	P.A.'S, E.W.O.'S	$	0	75,233.71	-
	CONTINGENCIES	$	284,488.59	87,898.43	- 31
	LIQUIDATED DAMAGES	$	0	-5,200.00	-
	ENGINEERING	$	505,757.50	600,000.00	+ 19
		$	7,112,214.84	6,937,627.32	- 2

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND NONE WERE FOUND TO HAVE A MEANINGFULL AFFECT ON THE TOTAL PROJECT COST.

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Walkelig

RECEIVED
OCT 18 1982
ROAD DESIGN SECTION

Do Not Fro
Refer
Bring
Action

cc: FILE

W-6

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ALLEN BLVD. INTERCHANGE		WEEK ENDING: OCTOBER 9, 1982
		SECTION PREFIX: 134-1037
HIGHWAY: BEAVERTON-TIGARD		COUNTY: WASHINGTON
NAME OF JOB: ALLEN BLVD. INTERCHANGE	KIND OF WORK: GRADING, PAVING, STRUCTURE, SIGNING, ILLUMINATION AND TRAFFIC SIGNALS	
CONTRACTOR: ROSS BROS. CONSTRUCTION, INC.	CONTRACT NUMBER: 9026	FEDERAL AID PROJECT NUMBER: IX-79(6)
DATE OF CONTRACT: SEPTEMBER 4, 1979	DATE WORK STARTED: SEPTEMBER 15, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 800	WORK DAYS USED: 806
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 7,112,214.84	ENGINEERING AUTHORIZATION: $ 505,757.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 6,606,457.32	ENGINEERING COST TO DATE: $ 600,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 6,327,627.32	PERCENT OF AUTHORIZATION: 119 %	DATE PROJECT WAS COMPLETED: DECEMBER 8, 1981
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.22 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16134	WALLS						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	CLOUDY	0	0	
MONDAY 4	CLOUDY	0	0	
TUESDAY 5	CLOUDY, SHOWERS	0	0	
WEDNESDAY 6	OVERCAST	0	0	
THURSDAY 7	CLOUDY, SHOWERS	0	0	
FRIDAY 8	OVERCAST, SHOWERS	0	0	
SATURDAY 9		0	0	

RECEIVED
OCT 12 1982
CONSTRUCTION SECTION

CE CAE FOE OC SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	NO ACTIVITY ALL WEEK.
MONDAY 4	
TUESDAY 5	
WEDNESDAY 6	
THURSDAY 7	
FRIDAY 8	
SATURDAY 9	

REMARKS

STATUS TO DATE: PROJECT COMPLETED DECEMBER 8, 1981.

THE SEMI-FINAL ESTIMATE HAS BEEN SUBMITTED.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9026

September 27, 1982

The Honorable Mary Alice Ford
State Representative
District 6, Washington County
6620 Southwest Hickman Lane
Portland, OR 97223

Dear Representative Ford:

I met with Vera Clifford and several people from Mt. Vernon Village to discuss the necessary right-of-way acquisition along Allen Boulevard, adjacent to Mt. Vernon Village. We talked to the owners along Allen Boulevard, which are single woman, and one gentleman (a retired developer) representing the Board of the Association.

Steve Green, our Right of Way Supervisor, and I had a good exchange of information and feel a lot of rumors were put to rest as well as laying out the facts as to what we are doing.

Steve and I attempted to assist the people with a course of action in response to our acquisition of the right-of-way.

A problem rests with our need to acquire a short strip of right-of-way belonging to the Association in common, which will move the curb five feet closer to the townhouses in Mt. Vernon Village. The impacts are substantial from the traffic today, and will increase. Since we are not taking property from the actual owners of the townhouses, there is a question that we will be dealing with them at all. That question is currently resting with an Attorney General's opinion as to whether we negotiate with those persons owning the townhouses or only with the Association owning the property we need.

Steve will let the board member representing the group know immediately of this opinion allowing the property owners to work on a course of action.

The best solution might be development of some type of fence, landscaping or barrier between the townhouses and the street. However, this involves the City of Beaverton because of their requirements for setback of the sidewalk from the edge of the curb developing the parking strip. If we were able to use that

parking strip between the sidewalk and the townhouses it would leave us some space to develop a break between the traffic and at least the first floor of the townhouses. We gave these ideas to the property owners to see if there wasn't some way to lessen the impact of moving the street five feet closer to their homes.

In any case, Steve Green will maintain contact with the Mt. Vernon Village board member and property owners along the street. The meeting was very cordial.

Robert N. Bothman, P.E.
Assistant State Highway Engineer

RNB:lb

cc Edward L. Hardt
Steve Green

bc H. S. Coulter
Vickie Rocker

9-23

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 14, 1982

File No: 334-1912

TO: R. N. BOTHMAN
Assistant State Highway Engineer

FROM: V. L. ROCKER
Public Affairs Representative

SUBJECT: Allen Boulevard

I called Vera Clifford in response to your request via Mary Alice Ford. She does live in Mt. Vernon Village and expresses the following concerns:

- traffic on Allen has increased greatly since interchange at 217 opened (increased noise)
- widened boulevard will be only eight feet from building (she is confusing right-of-way line with actual street)
- timing of right-of-way acquisition
- property values will go down

She wants someone to tell her what recourse the people have (condo property owners fronting Allen). I have scheduled a meeting for 7 p.m. Thursday, September 16, at the home of Lucy Tonsseldt, 13060 S.W. Allen Boulevard. You and Steve Green should attend.

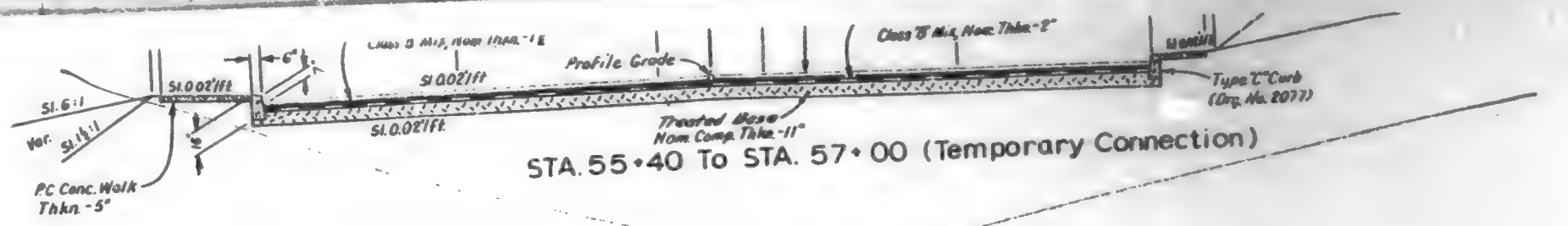
There is no need to go through the project details or even bring any maps, as Vera Clifford says she and her neighbors attended the meetings and hearings. However, I might suggest that you emphasize that the stakes they see in front of their houses are to mark the right-of-way line and that the actual roadway will be 10 feet from that stake, or five feet from the existing curb. A mark on the sidewalk indicating where the new curb will be might best illustrate where the cars will be in relation to their homes.

I will call Mary Alice Ford and advise her of the meeting.

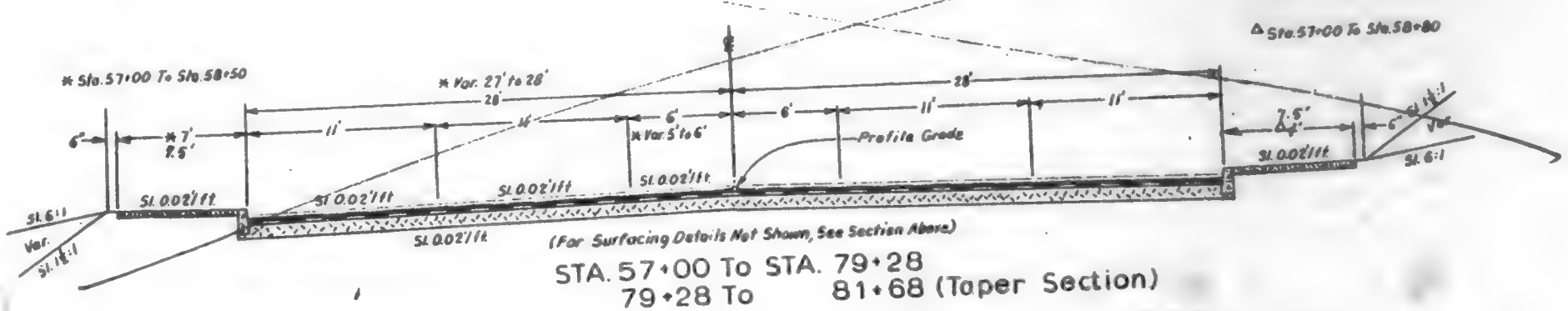
RECEIVED
ASST STATE HWY ENGR
SEP 15 '82
REFER TO
FOR

hw

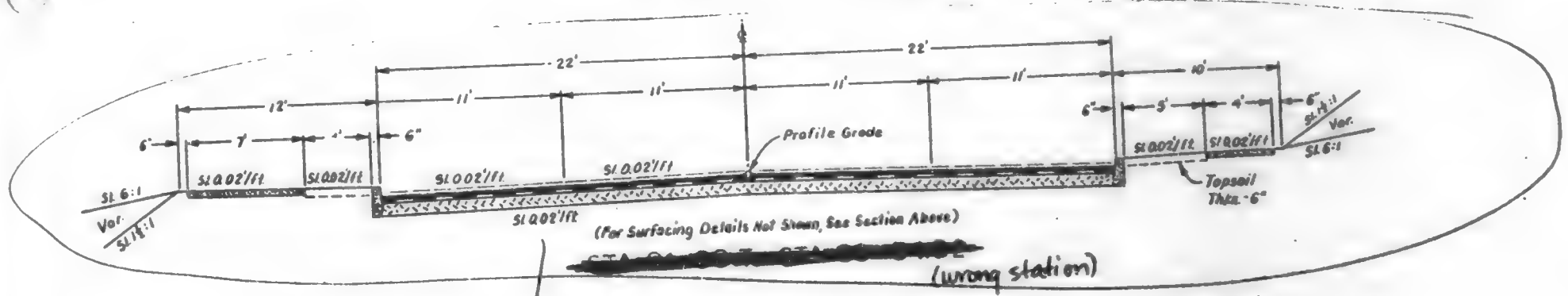
cc: Steve Green



STA. 55+40 To STA. 57+00 (Temporary Connection)



STA. 57+00 To STA. 79+28
79+28 To 81+68 (Taper Section)



this is typical section in front of Mt. Vernon Village

(Steve Green will bring R/W map)

9026

September 7, 1982

Becker, Sippreil & Hunt
Attorneys at Law
414 Commonwealth Building
421 S.W. Sixth Avenue
Portland, OR 97204

CON 5
#9026

Attention: Millard M. Becker

Gentlemen:

Thank you for your letter of August 31 with attached Satisfaction of Claim from L. H. Cobb Crushed Rock, Inc., informing us that their claim against Ross Bros. Construction Company and Hopsing Construction Company (subcontractor) has been discharged.

This appears to be in reference to a claim in the amount of $15,964.32 with interest filed on Contract No. 9026 for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

This information will be noted in our records and we will advise the surety and prime contractor.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

lt
cc: Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3571 Brooklake Road, N.
Salem, OR 97303

noted on card 7S

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226-1162

August 31, 1982

Norma Paulus,
Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

Department of Transportation
State of Oregon, Commission Services
Transportation Building
Salem, Oregon 97310

Re: Cobb vs. Hop Sing Construction and
Safeco

Dear Ladies and Gentlemen:

Enclosed is a Release of Notice of Claim to be filed showing that the above mentioned Bond Claim is released and discharged. Please file the same.

Very truly yours,

Millard M. Becker

nw

Enclosure
cc: L.H. Cobb Crushed Rock (w/copy of enclosure)
Ross Brothers Construction (w/copy of enclosure)
Safeco Insurance Company (w/copy of enclosure)

RECEIVED
SEP 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM AGAINST PUBLIC WORKS BOND

To: Norma Paulus, Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

Department of Transportation
State of Oregon, Commission Services
Transportation Building
Salem, Oregon 97310

The undersigned referred a claim dated March 10, 1982, and filed the same with the Secretary of State and the Department of Transportation on March 15, 1982. The undersigned thereafter filed an amended claim concerning the same subject matter which was dated April 30, 1982, which was filed with the Secretary of State and the Department of Transportation on May 20, 1982. In each instance in said Notice of Claim, the undersigned was claimant, Ross Brothers Construction Company was the general contractor, Hop Sing Construction Company was the sub-contractor and SAFECO Insurance Company, Bond No. 2972771 was the surety.

This will certify that the foregoing Notices of Claim are released and the debt secured thereby is hereby fully discharged.

Dated this 1st day of September, 1982.

L.H. COBB CRUSHED ROCK, INC.

By L H Cobb, Pres
L.H. Cobb

RECEIVED
SEP 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9436

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

June 21, 1982

Ross Bros. Construction, Inc.
3501 Brooklake Road N
Salem, Oregon 97303

Time Extension Request
Allen Blvd. Interchange
Contract No. 9026
FAP #IX-79(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. None of the claimed causes for delay are for "bona fide causes beyond the control of the contractor" and, therefore, do not meet the contract provisions for additional contract time.

First, our contract has no provision or definition for "substantial completion" and additional contract time is not granted for this cause claimed. Second, the completion of the illumination work was required by the original contract and the public did not have the benefit of the illumination until it was complete and energized. We do not consider the completion of contract work to be "minor", "remedial" or "clean-up" and no additional contract time is granted for this claimed cause.

We have made a review of contract time and delays on this project to see if there were, in fact, some delays for "bona fide causes beyond the control of the contractor." We find that there were two such delays.

Extra and/or additional work was performed under both Price agreements and Orders for Extra Work. Our evaluation indicates that six (6) calendar days of additional contract time are justified for the performance of this extra and/or additional work.

On December 4, 1981, your electrical subcontractor was ready for electrical service to the illumination. The power company was unavailable due to a series of local power emergencies until December 8, the final calendar day charged to this contract. We consider this delay to be beyond the control of the contractor and therefore grant additional contract time of four (4) calendar days due to this cause.

In summary, additional contract time of 10 calendar days is granted due to the above described causes. There remains 34 calendar days of liquidated damages assessed for late completion of the "A" line and six (6) calendar days of liquidated damages assessed for late project completion.

Should you wish to further review this matter or to submit additional data, please contact Project Manager Rodriguez.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey att. 1 ltr.
Al Harwood att. 2 ltr.
E. Rodriguez att. 1 ltr.
FHWA att. 2 ltr.
Bob Church

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date April 1, 19 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from November 22, 1981. to December 8, 1981, within which to complete Section Allen Blvd Interchange, Contract No. 9026 without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

On November 3, 1981, on the 708th day of an 800 calendar day contract, all traffic areas were complete and open to the public. On this day, the project was substantially complete with only minor illumination, remedial and clean up work remaining. However, we were prevented from completing this minor work on time because the completion and opening of the "A" line ramp overran by 34 calendar days for which we have already been penalized $3,400.00. Since the public had full use of the entire project, we feel that an additional penalty of 16 calendar days for doing minor work is unjustly punitive and we request that this gross penalty be rescinded.

Respectfully Submitted,

ROSS EROS CONSTRUCTION INC.
Contractor

By [signature]

CONSENT OF SURETY

Date 4/15/ 19 82

We, SAFECO INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

[signature]
Attorney-In-Fact

H. W. LAGLER
KL & K ASSOCIATES INC.
500 N E. MULTNOMAH ST.
SUITE 1262
PORTLAND, OREGON 97232
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved: _____
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

9026

June 18, 1932

Mr. Jack McLean
Attorney at Law
501 Pacific Building
Portland, OR 97204

CON 5
#8864 &
#9026

Dear Mr. McLean:

As requested in a recent telephone call to our office, attached is a copy of Contract No. 8864 awarded to Roy L. Houck Construction Co. on January 29, 1979, for work on the Jewell Junction-Summit Section of the Sunset Highway in Clatsop County.

Also attached is a copy of Contract No. 9026 awarded to Ross Bros. Construction, Inc. on September 4, 1979, for work on the Allen Boulevard Interchange of the Beaverton-Tigard Highway in Washington County.

In checking our files, it appears that a certificate of insurance accompanying each contract was required starting with the March 27, 1980 bid opening, beginning with Contract No. 9104.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

9026

CL-82-46

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAY
NOR PA
SECRETARY OF S

May 26, 1982

IN REPLY REFER TO
FILE NO.:

Becker, Sippreil & Hunt
Attorneys at Law
421 S.W. Sixth Avenue
Portland, OR 97204

RECEIVED
PA
OF STATE

CON 5
#9026

Attention: Millard M. Becker

Gentlemen:

This will acknowledge your letter of May 18, 1982, with attached Amended Notice of Claim on behalf of L. H. Cobb Crushed Rock, Inc., for labor and materials furnished to Hop Sing Construction, Inc. in the amount of $15,964.32 with interest.

The claim states this is in reference to the Ross Bros. Construction, Inc. Contract No. 9026 for work on Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

As you know, Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this amendment. We note that you have filed it directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gorssen
COMMISSION SERVICES

js

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

RECEIVED
JUN 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - The attorney has filed the attached claim directly with you. Please advise us of your filing date and number on the enclosed copy of this letter.

mailed on
6-4-82

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226-1162

May 18, 1982

CERTIFIED LETTER - RETURN RECEIPT REQUESTED

Norma Paulus, Secretary of State
State of Oregon
State Capitol Bldg.
Salem, Oregon 97310

No. 0398121

Department of Transportation
State of Oregon, Commission Services
Transportation Bldg.
Salem, Oregon 97310

No. 0398205

Re: Cobb vs. Hop Sing Construction and Safeco

Dear Ladies and Gentlemen:

Enclosed with this letter to the Secretary of State is an Amended Bond Claim Form in the above matter for filing. Enclosed to the Department of Transportation is a copy of the Amended Bond Claim Form for filing.

Very truly yours,

Millard M. Becker

nw

Enclosure
cc: L. H. Cobb Crushed Rock, Inc.

CERTIFIED
No.
MAIL

RECEIVED
MAY 20 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AMENDED NOTICE OF CLAIM

CHAPTER 279, OREGON REVISED STATUTES

TO: Department of Transportation
State of Oregon, Commission Services
Transportation Building
Salem, Oregon 97310

Norma Paulus, Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

The following is a claim on the Surety Bond of a Contractor engaged in a public works project and the following information is submitted in support of said claim:

1. The name of the undersigned claimant is L. H. Cobb Crushed Rock, Inc.

2. The name of the person who ordered the labor and/or materials from claimant is: Hop Sing Construction, Inc., P. O. Box 12374, Salem, Oregon 97309.

3. The name of the general contractor (contractor) on the project is: Ross Brothers Construction, Inc., 3501 Brooklake Road North, Salem, Oregon 97303.

4. The work done, material furnished, or labor and material furnished for the public works project by claimant at the request of person named in paragraph 2 is: Rock products furnished for contract #9026.

5. The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the public works project is $15,964.32 with interest thereon at the rate of 9% per annum less the sum of $15,964.32 paid April 27, 1982.

6. The project on which general contractor has the contract and the name of the public body is: "Northbound on Ramp to Highway 217, Beaverton, Oregon"; Contract #9026. Department of Transportation, Oregon.

7. The bonding company (surety) who has bonded the performance of contractor and the payment of contractor's obligations on the public works project mentioned above is: Safeco Insurance Company, 4101 S. W. Kruse Way, Lake Oswego, Oregon 97034.

8. Claimant claims against the bond taken from Ross Brothers Construction, Inc., general contractor, as principal and Safeco Insurance Company as the bonding company (surety) as surety

for the sum of $15,964.32 together with interest thereon at the legal rate in Oregon of 9% from October 20, 1981, until paid, the date when all sums became due and payable from the above described bond being taken for the said work of construction of the public improvement or project listed in Paragraph Six above, less the sum of $15,964.32 paid on April 27, 1982.

9. This amended claim is submitted to correct Paragraph Five of the original claim filed March 15, 1982, wherein the amount of the claim was incorrectly stated as $14,964.32 instead of $15,964.32. This amended notice of claim also shows a credit paid by Hop Sing Construction subsequent to the filing of the original claim.

Dated this 30th day of April, 1982.

L. H. Cobb Crushed Rock, Inc., Claimant

By L H Cobb
L. H. Cobb, President

RECEIVED
MAY 3 0 1982
COMMA... ...ES
DEPART... ...

9026

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-79(6)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 90255
	2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/7/82	Primary 79	Secondary 144

10. GENERAL LOCATION:

Allen Blvd. Interchange Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/7/82 as requested in Mr. Keasey's letter of 5/12/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $5,000 Federal Funds $4,250.

RECEIVED
STATE HWY ENGR
MAY 24 '82

ONE to 5-21-82 Mike Keasey

REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/20/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9026 CL-82-64

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 9 1982
NORMA PAULUS
SECRETARY OF STATE

April 7, 1982

IN REPLY REFER TO
FILE NO.

RECEIVED
APR 9 1982
NORMA PAULUS
SECRETARY OF STATE

A-1 Sandblasting & Steam Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

Attention: Sidney B. Cornett
Vice President

Gentlemen:

This will acknowledge your letter of April 1 stating that you have a delinquent subcontract in the amount of $6,036.67 against Contract No. 9026.

The claim states this is in reference to the Ross Bros. Construction, Inc., Contract No. 9026 for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dmc

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

RECEIVED
APR 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

April 1, 1982

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

RE: OSHD #9026 ALLEN BLVD. INTERCHANGE SECTION

Dear Sir:

We would like to file notice against Contract No. 9026, that we have a delinquent subcontract in the amount of Six Thousand Thirty-Six Dollars and Sixty-Seven Cents ($6,036.67). We would Appreciate your assistance in this matter.

Sincerely,

Sidney B. Cornett

Sidney B. Cornett, Vice President
A-1 Sandblasting & Steam Cleaning Co.,Inc.

SBC/bb

cc Ross Bros. Construction Co.
3501 Brooklake Road N.
Salem, Oregon 97303

RECEIVED
APR 5 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9026

Beaverton
DES 16
"Main to Allen"

ROAD DESIGN SECTION

Ross Yamasaki
Metro R/W Section
aolson
A. D. Olson
Preliminary Design Engineer

File 51952 Bowers Property
FAU 9089 (Allen Blvd.)
Washington County

March 22, 1982

Vorstog
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Sketch one shows the existing condition. Stalls 1 through 7 and 1 through 18 will be affected by the proposed construction. The stalls seem to be a standard 10' x 19' with 24' two-way aisles.

Sketch two shows how three of the 1 through 7 stalls can be recovered. Stall dimensions are 8' x 22 1/2' with a 24' two-way aisle.

Sketch three shows how six stalls can be recovered by using 60 degree angle parking 9 1/2' stalls and an 18' one-way aisle. This pattern can be reversed so that the one-way aisle is going the other direction.

Sketch four shows how six more stalls will be lost. Stalls 1 through 18 can be restriped as shown using 10' x 19' stalls and a 24' two-way aisle. At this time it is expected that the northern entrance on Lombard Avenue will be closed. If it is relocated to the south, two more stalls would be lost.

There may be other designs that could be used, but these revised layouts will be a starting point and seem to be logical ones.

If you have any questions, please contact me or Larry Stermo at 378-6276.

ADO:rw

Attachments

SKETCH 1

E. M. & J. F. Bowers

Lincoln Loan Co.

639 – 662

E. M. & J. F. Bowers

408 – 460

E. 1,410,000

N. 668,000

5/1951

5/1952

5/1957

5/1958

5/1959

5/1960

East

Work

Area

+63

36'

+65

4'

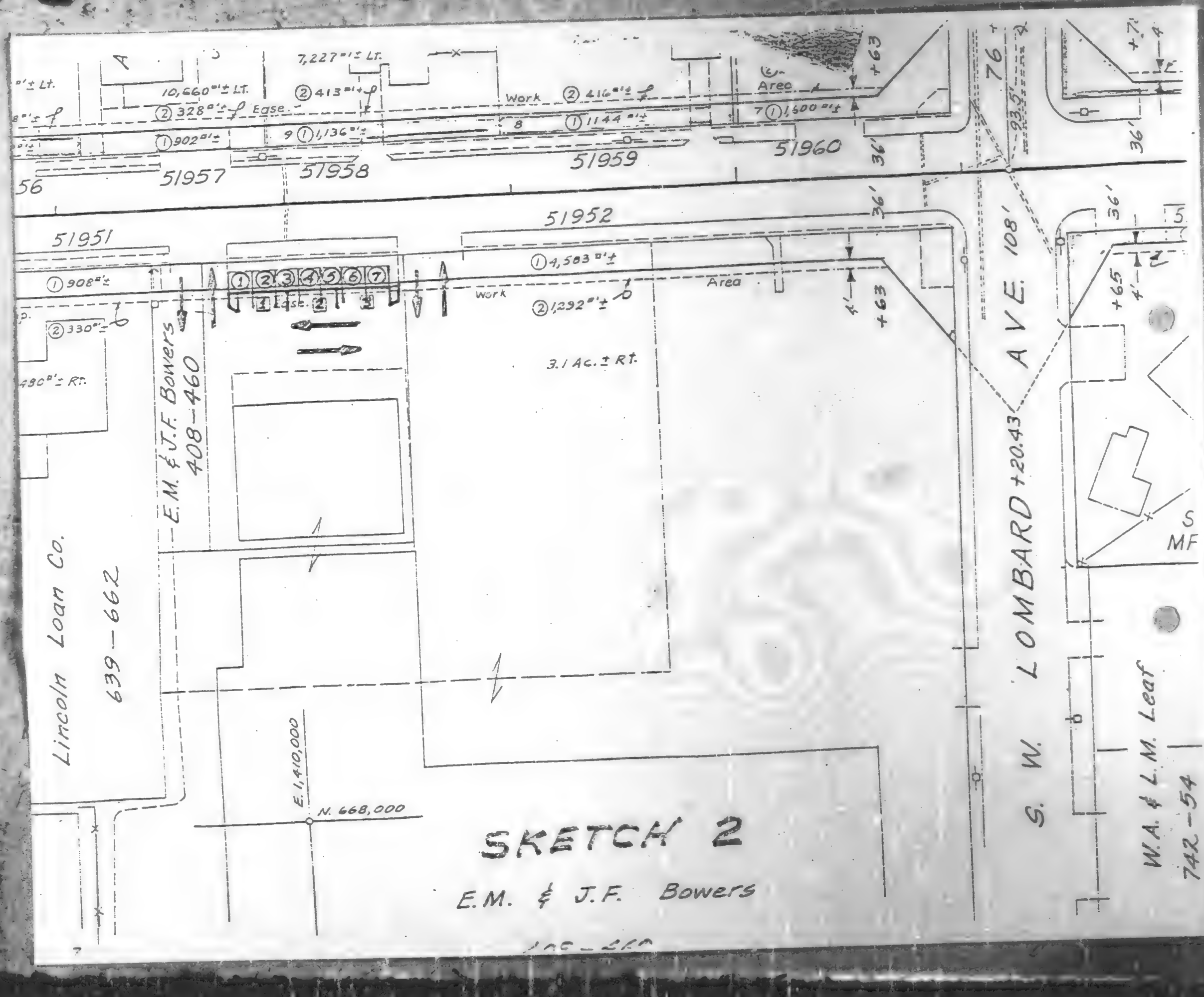
S. W. LOMBARD +20.43 AVE. 108'

76'

93.5'

W. A. & L. M. Leaf

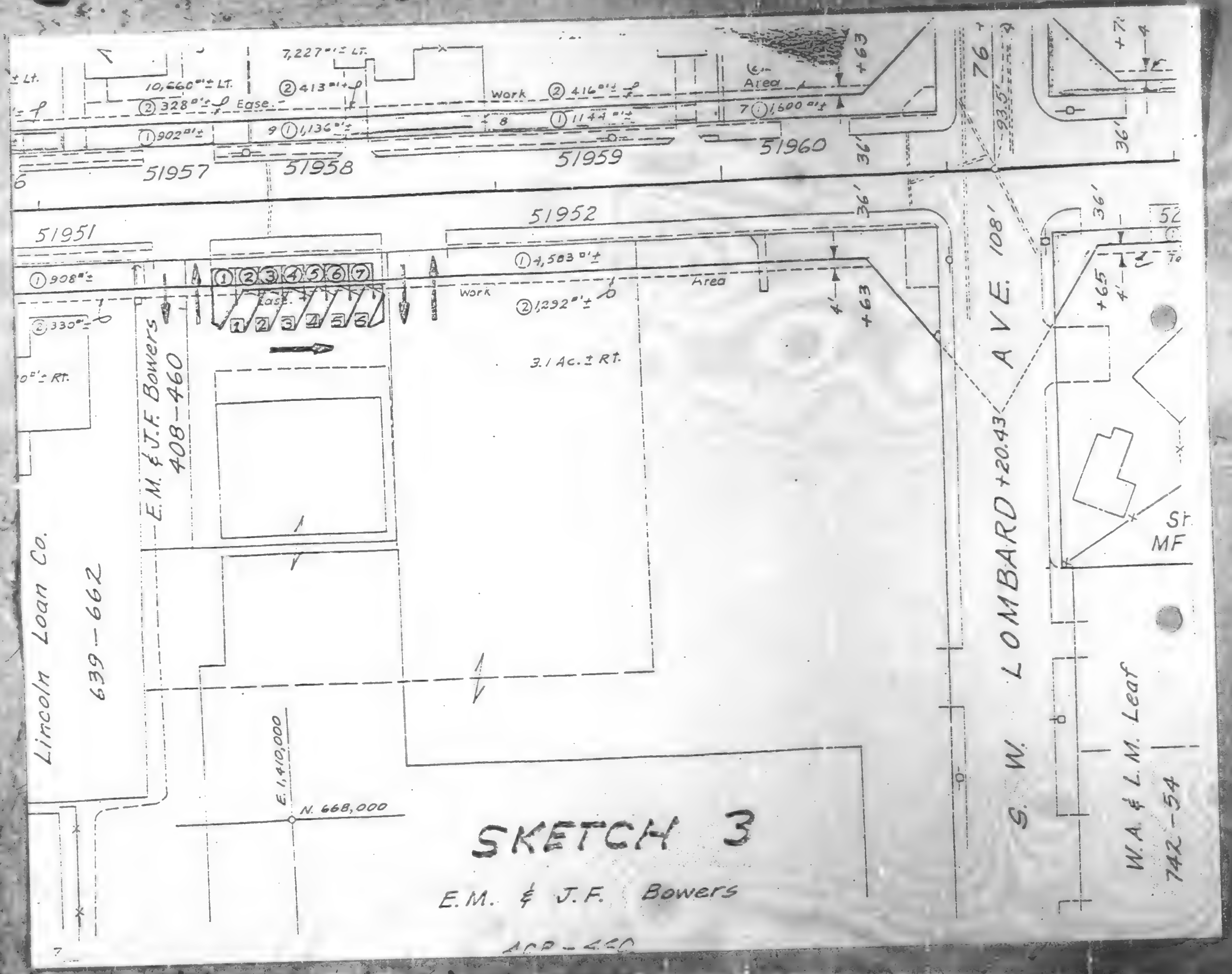
747 – 54



SKETCH 2

E.M. & J.F. Bowers

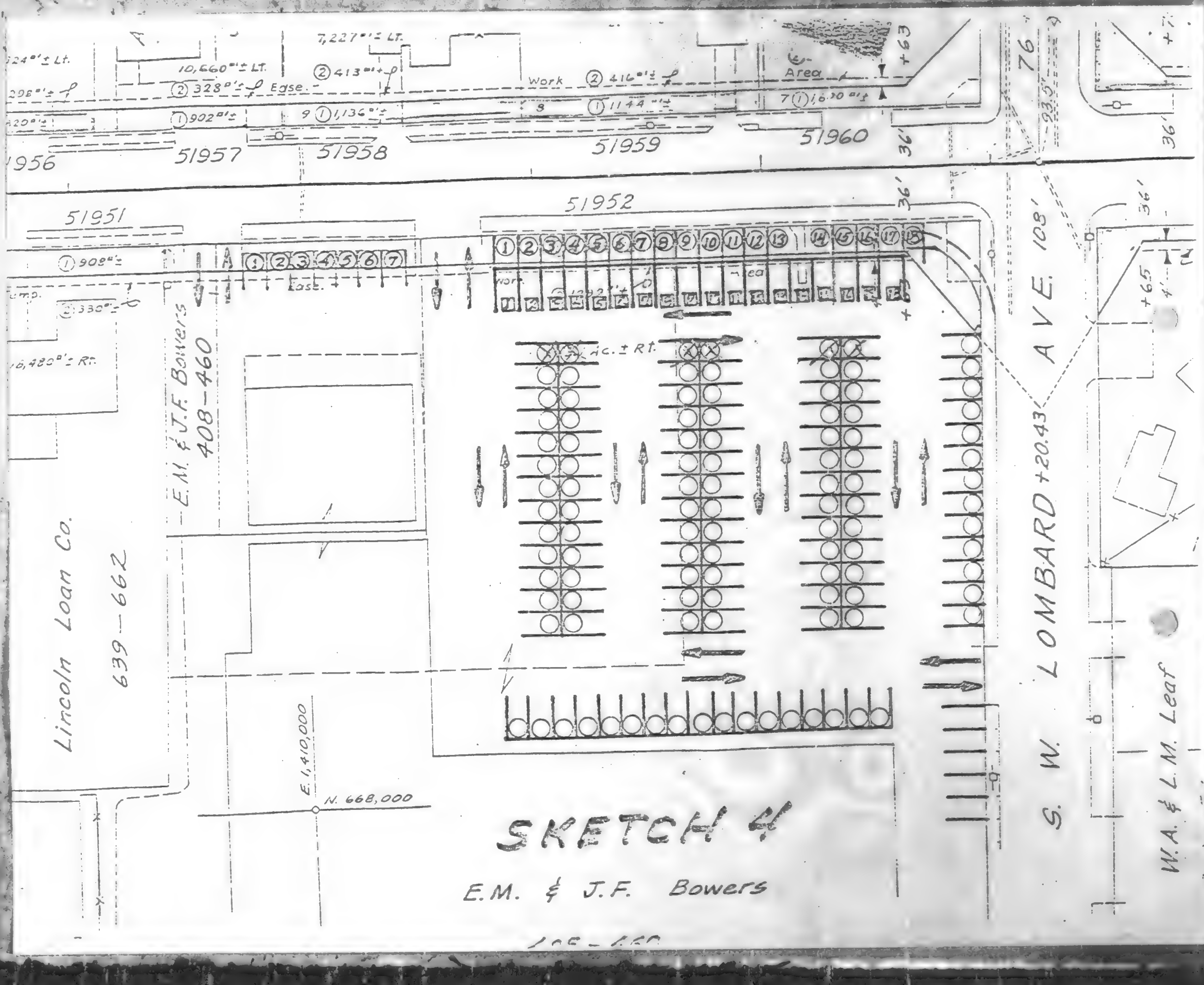
105-240



SKETCH 3

E.M. & J.F. Bowers

408-460



SKETCH 4

E.M. & J.F. Bowers

105-160

9026 ROW Beaverton

"Main to Allen"

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No

March 19, 1982

Lon Topaz, Community
Development Administrator
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Oregon 97005

RE: ~~Allen Avenue~~
Phase II

Dear Lon:

The Right of Way Section will proceed with all phases of the acquisition of Phase II for June contracting in 1983. I will do whatever is necessary in order to accomplish the work within that time frame.

I think your suggestion of a monthly meeting starting at the time the project is authorized for acquisition is appropriate and will keep everyone in tune with the progress and the problems as they develop. Often times problems can be solved much more simply in the early stages than if they are left to fester. As discussed this morning, no extra right-of-way is required for utilities, signing or signal poles.

The original agreement signed with the City of Beaverton did not anticipate two phases so that no further agreement is necessary in order for us to accomplish this work.

Very truly yours,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr

cc: Hal Versteeg
Ed Hardt
Jim McClure
Steve Green

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Me
Action

Form 734-3122

9026 CL-82-460

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 18 1982
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
MAR 18 1982
NORMA PAULUS
SECRETARY OF STATE

March 17, 1982

IN REPLY REFER TO
FILE NO.

CON 5
#9026

Becker, Sipprell & Hunt
Attorneys at Law
414 Commonwealth Building
421 S.W. Sixth Avenue
Portland, OR 97204

Attention: Millard H. Becker

Gentlemen:

This will acknowledge your letter of March 12 with attached Notice of Claim from L. H. Cobb Crushed Rock, Inc., for labor and materials in the amount of $15,964.32 (plus interest) furnished to Hopsing Construction, Inc. on Contract No. 9026.

The claim indicates this is in reference to the Ross Bros. Construction, Inc., Contract No. 9026 for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

As you know, Safeco Insurance Company of America furnished the performance bond on this contract. We will notify the surety and the prime contractor of the receipt of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Gorsen
COMMISSION SERVICES

RECEIVED
MAR 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON (illegible)
4-1-82 dmc

js
cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - please advise us of the filing number and date of the attached claim on the enclosed copy of this letter. We note that the attorney filed the claim directly with you.

BECKER, SIPPRELL & HUNT
ATTORNEYS AT LAW
414 COMMONWEALTH BUILDING
421 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL
LAWRENCE B. HUNT

TELEPHONE
226-1162

March 12, 1982

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Norma Paulus, Secretary of State
State of Oregon
State Capitol Bldg.
Salem, Oregon 97310

No. 0398110

Department of Transportation
State of Oregon, Commission Services
Transportation Bldg.
Salem, Oregon 97310

No. 0398111

Re: Cobb vs. Hop Sing Construction and Safeco

Gentlemen:

Enclosed with this letter to the Secretary of State is an original bond claim form in the above matter for filing. Enclosed to the Department of Transportation is a copy of the original claim for filing.

Very truly yours,

Millard M. Becker

nw

Enclosure
cc: L. H. Cobb Crushed Rock, Inc.

RECEIVED
MAR 15 19..
COMMISSION SERVICES
OREGON DEPT. OF TRANSPORTATION

NOTICE OF CLAIM

CHAPTER 279, OREGON REVISED STATUTES

TO: Department of Transportation
State of Oregon, Commission Services
Transportation Building
Salem, Oregon 97310

Norma Paulus, Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97310

The following is a claim on the Surety Bond of a Contractor engaged in a public works project and the following information is submitted in support of said claim:

1. The name of the undersigned claimant is: L.H. Cobb Crushed Rock, Inc.

2. The name of the person who ordered the labor and/or materials from claimant is: Hop Sing Construction, Inc., P. O. Box 12374, Salem, Oregon 97309.

3. The name of the general contractor (contractor) on the project is: Ross Brothers Construction, Inc., 3501 Brooklake Road North, Salem, Oregon 97303.

4. The work done, material furnished, or labor and material furnished for the public works project by claimant at the request of person named in paragraph 2 is: Rock products furnished for contract #9026.

5. The amount of the claim asserted by claimant against contractor for labor and/or materials furnished to the public works project is: $14,964.32 with interest thereon at the rate of 9% per annum from October 19, 1981 until paid.

6. The project on which general contractor has the contract and the name of the public body is: "Northbound On Ramp to Highway 217, Beaverton, Oregon"; Contract #9026. Department of Transportation, Oregon.

7. The bonding company (surety) who has bonded the performance of contractor and the payment of contractor's obligations on the public works project mentioned above is: Safeco Insurance Company, 4101 S.W. Kruse Way, Lake Oswego, Oregon 97034.

3/16/82
Amt. should be $15,964.32 as stated on second pg.
called atty's office.
CN

8. Claimant claims against the bond taken from Ross Brothers Construction, Inc., general contractor, as principal and Safeco Insurance Company as the bonding company (surety) as surety for the sum of $15,964.32 together with interest thereon at the legal rate in Oregon of 9% from October 20, 1981 until paid, the date when all sums became due and payable from the above described bond being taken for the said work of construction of the public improvement or project listed in paragraph 6 above.

Dated this 10th day of March, 1982.

L.H. Cobb Crushed Rock, Inc., Claimant

By L H Cobb
L.H. Cobb, President

RECEIVED
MAR 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9026

March 16, 1982

Ken Leahy Construction, Inc.
17645 S.W. Tualatin Valley Highway
Beaverton, OR 97006

CON 5
#9026

Attention: Cliff Rutan

Gentlemen:

Thank you for your letter of March 4, 1982, informing us that you have received $3,722 from Hopaing Construction Company on a claim against Contract No. 9026.

This was in connection with a claim filed by you on February 17, 1982, on Contract No. 9026 with Ross Bros. Construction, Inc., for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

This information will be noted in our records and we will advise the surety and prime contractor.

Sincerely,

Robert W. Corrazon
COMMISSION SERVICES

js

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
JS 3-16-82

Ken Leahy Construction, Inc.

17645 S.W. Tualatin Valley Hwy.
Beaverton, Ore. 97006
642-5676

March 4, 1982

Mr. Robert W. Gormsen
Manager, Commission Services
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: File No. CON 5, #9026

Dear Mr. Gormsen:

Thank you for your help in our claim for payment from Hopsing Construction Company. We received a payment on March 3, 1982, in the original amount of $3,722.00. The balance remaining of $112.78 is interest only.

Again, thank you for your cooperation.

Sincerely,

KEN LEAHY CONSTRUCTION, INC.

Cliff Rutan

Cliff Rutan

CR/sb

RECEIVED
MAR 10 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9026-82-27

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NORMA PAULUS
SECRETARY OF STATE

February 19, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9026

Ken Leahy Construction, Inc.
17645 S.W. Tualatin Valley Highway
Beaverton, OR 97006

FILED
FEB 23 1982
NORMA PAULUS
SECRETARY OF STATE

Attention: Cliff Rutan

Gentlemen or Ladies:

This will acknowledge your letter of February 17, 1982, with attached agreement with Hopsing Construction Company, subcontractor, for material to be furnished on Allen Avenue in Beaverton. Your claim is in the amount of $3,834.78.

The claim states this is in reference to the Ross Bros. Construction, Inc., Contract No. 9026 for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America through K.L. & K. Associates, Inc., furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 24 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON [illegible]
2-24-82 dme

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Ken Leahy Construction, Inc.

17645 S.W. Tualatin Valley Hwy.
Beaverton, Ore. 97006
642-5676

February 17, 1981

Mr. Robert W. Gormsen
Manager, Commission Services
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Contract #9026, Allen Road & Hwy. 217 overpass

Dear Mr. Gormsen,

Per our telephone conversation today; last fall between September 18, 1981 and October 1, 1981, we delivered dirt to Hopsing Construction Company, a subcontractor to Ross Bros., for fill on the northbound on-ramp, at the above referenced project.

Enclosed is a copy of our agreement. The total amount owing is $3,834.78. As of October 1, 1981, the cost was $3,722.00 the difference is interest from November 2, 1981 to February 2, 1982. I have had several contacts with Hopsing Construction with no results. From our conversation I understand the State can file a Notice of Claim with the contractor and his surity. I would appreciate your help in this matter.

If I can give you any further information please call me.

Sincerely,

KEN LEAHY CONSTRUCTION, INC.

Cliff Rutan

Cliff Rutan

CR/sb

Enclosure

RECEIVED
FEB 1 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXCAVATING

DEMOLITION

UTILITIES

Complete Subdivision Developing

Ken Leahy Construction Inc.
17645 S.W. Tualatin Valley Hwy.
Beaverton, Ore. 97006
642-5676

PROPOSAL

_____ 19 81

_____

_____

Dear Sir:
The undersigned proposes to furnish all materials and perform all labor necessary to complete the following:

DEMOLISH UNIT FOR FILLING AND GRADING
AND CLEAN UP

All of the above work to be completed in a substantial and workmanlike manner for the sum of _____
FIVE THOUSAND DOLLARS EXACT ($ _____) Dollars

Payments to be made each MONTH as the work progresses to the value of 100 % (____%) per cent of all work completed. The entire amount of contract to be paid within 10 days after completion.

Any alteration or deviation from the above specifications involving extra cost of material or labor will only be executed upon written orders for same, and will become an extra charge over the sum mentioned in this contract. All agreements must be made in writing.

The Contractor agrees to carry Workmen's Compensation and Public Liability Insurance, also to pay all Sales Taxes, Old Age Benefit and Unemployment Compensation Taxes upon the material and labor furnished under this contract, as required by the United States Government and the State in which this work is performed.

Respectfully submitted,

Ken Leahy Construction, Inc.

Cliff Kitts

By

ACCEPTANCE

You are hereby authorized to furnish all materials and labor required to complete the work mentioned in the above proposal, for which the undersigned agrees to pay the amount mentioned in said proposal, and according to the terms thereof.

Date 9-18 19 81

9026

January 14, 1982

Mr. Monte C. McKeehen, P. C.
Salter, McKeehen, Guiger & Rabine
Attorneys at Law
39 East 11th Avenue, Suite A
Eugene, OR 97401

CON 5
#9026

Dear Mr. McKeehan:

This will acknowledge your letter of January 11, 1982, addressed to the Secretary of State, with a copy to the Department of Transportation with attached Release of Claim from Signals and Control Systems, Inc., dated January 8, 1982. The Release is withdrawing a claim in the amount of $68,130 against Ross Brothers Construction, Inc.

This claim had been filed in November 1980 against Contract No. 9026 with Ross Bros. Construction, Inc., for work on Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

This information will be noted in our records and we will advise the contractor and the surety.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Mailed on card 1/15

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H. A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

January 11, 1982

Secretary of State
State of Oregon
Salem, OR 97310

COPY FOR YOUR INFORMATION

Re: Release of Claim on Performance Bond
Allen Blvd., Job [redacted] Bull Run Road, Job 90251; Bend South City Limits, Job 8950; Warren-Scappoose, Job 8798

#8 974

Dear Sir:

Enclosed for filing in each of the above matters is Release of Claim on Performance Bond.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen, P. C.

MCH:db

Enclosures

cc: Department of Transportation.
Thomas H. Hoyt

RECEIVED
JAN 1?
COMMISSION
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

RELEASE OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION,
by and through the Oregon State
Highway Division

BE IT HEREBY ACKNOWLEDGED that the previous claim on performance bond filed by Signals & Control Systems, Inc., a Washington corporation, against Ross Brothers Construction, Inc., for the sum of $68,130.00 in reference to Department of Transportation Job No. [redacted] and against the surety bond being posted through Safeco Insurance Company of America, said bond being dated September 17, 1979, is hereby withdrawn with prejudice.

All sums due and owing pursuant to the terms and provisons of Signals & Control Systems, Inc. invoices numbers 0425, dated March 14, 1980 and 0352, dated November 3, 1980, is hereby satisfied in full, payment being hereby acknowledged.

This Release of Claim on Performance Bond is being filed with the Secretary of State's office or the clerk or auditor of the Oregon Department of Transportation by and through the Oregon State Highway Division.

DATED this 8th day of January, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
President

RECEIVED
JAN 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By _____

9026

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12 - 21 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-79(6)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90255

2A. COUNTY NAME: Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/2/81

8. FEDERAL ROUTE NUMBER: Primary 79

9. STATE ROUTE NUMBER: Secondary 144

10. GENERAL LOCATION:
Allen Blvd. Interchange Section

11. GENERAL DESCRIPTION OF WORK
Credit to Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY,
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 12/11/81 this will confirm the advance approval date of 11/2/81 for documentation of credit to project in amount of $800 Federal Funds $680 for work performed for City of Beaverton. (SFO #6)

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

12-23

14. DATE: 12/21/81

15. SIGNATURE OF APPROVING OFFICIAL: D K Keasey

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4026 — 11-3-81

STATUS OF PROJECTS FUNDED WITH FEDERAL-AID PRIMARY MONEY

The withdrawal of I-505 in Portland provided Interstate Transfer funding for projects in the Portland-Metropolitan Area. Three State Highway projects are being funded that would not otherwise have been possible:

copy LON 21-2 I-505

1. Beaverton/Tigard Highway Interchange Section; estimated construction cost $15,142,000, scheduled for FY '83.

2. S.E. 182nd-Birdsdale Avenue, Gresham; estimated construction cost $2,102,000, scheduled for FY '83.

3. I-205 Interchange-Boring Road, Clackamas Highway; estimated construction cost $6,100,000, scheduled for FY '82.

Our agreement with the Portland-Metropolitan Area for I-505 withdrawal also included a provision for a transfer of Urban System funds to the Primary System for 8 years. The transfer amounts to 50% of Oregon's annual apportionments of Urban funds.

SUMMARY OF TRANSFERS URBAN TO PRIMARY

FISCAL YEAR	AMOUNT	ACCUMULATED
1979	$3,335,597	$ 3,335,597
1980	3,335,597	6,671,194
1981	3,335,597	10,006,791
1982	3,802,352	13,809,143
*1983	*3,800,000	*17,609,143
*1984	*3,800,000	*21,409,143
*1985	*3,800,000	*25,209,143
*1986	*3,800,000	*29,009,143

* ESTIMATED

3 years' transfers have been accomplished. The transfer of 1982 funds is being processed.

There are three projects that were to be funded with Primary money in the Portland-Metropolitan Area, which by agreement, will be funded with Interstate Transfer funds from the I-505 withdrawal, totaling $7,438.000. This releases those Primary funds for use in other areas. The projects are:

1. Merle Undercrossing-Cedar Hills Boulevard; contracted in 1979 for $1,136,711.24.

2. Allen Boulevard Interchange Section; contracted in 1979 for $5,767,283.

3. Cedar Hills-Sylvan Interchange; contracted in 1980 for $417,350.

In 1979, Oregon had $13,819,702 available in Federal-Aid Primary funds. To this, $3,335,597 was transferred from Urban funds.
In 1980, Oregon's Primary funds were $21,381,695 plus $3,335,597 of transferred Urban System funds and $512,317 in Secondary funds.
In 1981, Oregon's Primary funds were $22,751,868 plus $3,335,597 of Urban System Funds and $4,641,683 in Secondary funds.
This totals $72,294,354 available in this 3 year period.

During this time, we contracted 52 projects outside the Portland-Metropolitan Area using Primary funds amounting to $59,109,522.
During the same period there were only 3 projects in the Portland Area that used Primary funds amounting to $2,922,581.

The remaining $10,262,251 is obligated and yet to be contracted.

THE SUNDAY OREGONIAN, NOVEMBER 1, 1981

'Coming out' party to signal new ramp

By STEVE ERICKSON
of The Oregonian staff

Most beneficiaries of this middle-of-the-road "coming-out" party will zip right by without realizing the event it commemorates is the same event that allows them to zip right by.

"It was a problem of having a traffic signal on a freeway," said Robert Bothman, metropolitan administrator for the Oregon Department of Transportation.

Completion of the notorious Oregon 217-Allen Boulevard interchange in Beaverton is being heralded *a la debutante* at 10 a.m. Tuesday, Nov. 3, when, according to an elegant state announcement, "The opening of the northbound freeway ramp will be accompanied by the 'coming out' of the traffic signal on Highway 217."

The removal of the signal, said Bothman, is "significant enough that we ought to do something. It really relieves the most serious traffic problem that we have in Washington County; I guess that's what we're celebrating."

Absence of the light will be neither regretted nor unnoticed. Vickie Rocker, public information officer for the transportation department, said 50,000 vehicles-per- weekday pass Allen on Oregon 217's four lanes, and that another 15,000 enter the freeway from Allen.

Most would-be free wheeling motorists involved probably think of the stop-go device at that confluence not as a signal, but as a red light.

Nevertheless, said Ed Hardt, regional engineer for the state: "The people were patient. We put them to a lot of inconvenience because we had to detour around the work, lanes were closed. I'd say people were quite lenient, patient with the project."

Ms. Rocker said Ross Brothers Construction Co. started on an 800-day work contract with the state Sept. 15, 1979. The interchange lies on a flood plain, which she said created "some environmental problems," but the traffic signal is "coming out" 18 days before the contract is up.

Even as work progressed on the interchange, the need for it mounted. Ms. Rocker said the number of vehicles using 217 has risen by 25 percent during the past four years, "reflecting the growth in Washington County."

Another factor Ms. Rocker believes should cheer locals is that the project's $7,112,214.84 cost was paid entirely with funds originally intended for Portland's doomed Mount Hood Freeway.

"I think in Washington County (residents) sometimes feel they get shortchanged," she said, "but here is a case where they're benefiting because Portland lost a freeway.

"It's a tremendous relief," Rocker, who for four years waited on the light. The "co agenda, she said, calls for

SIGN OFF — "Coming out" party is set Tuesday, with completion of Allen Boulevard ramp, for signa

10 - 28 - 81

The Oregon Department of Transportation
proudly announces the debut of
Allen Boulevard Interchange

Tuesday, November 3, 1981
at 10 a.m.
Allen Boulevard at Highway 217
Beaverton, Oregon

The opening of the northbound freeway ramp will be
accompanied by the "coming out" of the
traffic signal on Highway 217.

Please join us in celebrating this happy occasion.

RECEIVED
DOT DIRECTOR
OCT 28 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Coffee and rolls, 9: 30 a.m., at Greenwood Gardens Office Building, next to Greenwood Inn.

NOTED
F. [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: August 19, 1981

FROM: EDWARD L. HARDT ORIGINAL SIGNED BY EDWARD L HARDT
Region Engineer

NOTED
H. S. COULTER

SUBJECT: DEDICATION FOR OPENING OF ALLEN INTCHGE. PROJECT

On Tuesday, August 18th I met with Resident Engineers Jim Cochell and Hank Rodriguez to discuss the timing for the dedication of the Allen Interchange project. The dedication will occur when the interchange is completely open to all traffic, at which time the traffic signal will be turned off and removed. My thought is that the actual, physical dedication will be the Governor turning off the traffic signals.

The two resident engineers estimate that the next stage of the project (stage 3) will occur about September 1. At this time Allen Blvd. traffic will be put onto the structure and all ramps except the northbound on-ramp will be opened to traffic. This ramp cannot be completed until after the traffic is removed from the detour. The Highway 217 traffic light will still be needed to handle the northbound on-ramp traffic, which will be routed over the existing detour. Not withstanding the fact that the contract allows the contractor 15 calendar days to complete the next stage, which completion is the key to the dedication, the resident engineers estimate that this stage will not be completed until, at the earliest, some time in the fourth week of September (September 21-25). The reason for this is that the liquidated damages for non-completion after the end of 15 days is a minimal $100 a day and there are a number of subcontractors who all must perform to complete the on-ramp work. The embankment "plug" has to be completed, and we're not sure the contractor has enough material stock-piled for this, if not, he'll have to import material, then the subgrade must be lime treated, then about 12 inches of asphalt subgrade must be laid, and then the finished courses of asphalt laid. After this, guardrail and signing and signal work must be performed.

Our best estimate as of August 18 is that the dedication will occur during the week of September 21-25 at the earliest. About the time the embankment work is completed for the on-ramp, which should be about the end of the first week in September, we should have a good reading on the time needed to complete the work and will make a definite commitment as to the dedication date at that time.

ELH/gw
cc F. B. Klaboe
H. S. Coulter
R. N. Bothman
Jim Cochell
Hank Rodriguez

CJ 8/21
Edbardt.
Commission meeting
Sept. 24 - what
degree of detail & time
Fitting for TSC
keep in mind.
Lenore Bell
8/21

RECEIVED
STATE HWY ENGR
AUG 20 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#9026

L.

ELECTRICAL CONTRACTING

May 20, 1981

Ross Brothers Construction
3501 Brooklake Road, North
Salem, Oregon 97303

RE: Allen Blvd.
O.S.H.D. #9026

We have received your May 12, 1981 letter to Hopsing Construction. Our bid was based on a diggable fill for us to drill pole bases. We feel it is the General Contractor and State's responsibility to see that excessive size materials are placed under the road rather than on the shoulder where we have to excavate pole bases and trench for conduits. We do not feel the material is in accordance with Section 202.37B or 203.38 of the Standard Specifications and will not assume any liability.

Very truly yours,

Emerson Hamilton

EH:grg

cc: Enrique Rodriques

5-28-81
Bob Joumsen said to file this - no action
Thx

RECEIVED
MAY 28 1981
COMM... SERVICES
DEPARTMENT OF TRANSPORTATION

232 WEST 6th AVENUE 503/585-4455 POST O

from:
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303

ROSS BROS. CONSTRUCTION, INC.
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

90216

LAW OFFICES

HOYT, GAYDOS & CHURNSIDE, P. C.

THOMAS H. HOYT
GERRY GAYDOS
DONALD J. CHURNSIDE

THE CITIZENS BUILDING
975 OAK STREET, SUITE 910
EUGENE, OREGON 97401

TELEPHONE
AREA CODE 503
485-5151

May 13, 1981

Monte C. McKeehen, Esq.
Joseph Gudger, McKeehen & James
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Re: State of Oregon, Department of Transportation
Contract [redacted] with Ross Bros. and Hamilton
Electric, Inc. purchase contract #827 and 842
with Signals Control and Systems, Inc.

Dear Mr. McKeehen:

On November 10, 1980, you filed a claim on bond in the above matter in the amount of $68,130.00 against Ross Bros., the general contractors. The claim, which you filed on behalf of Signals and Control Systems, Inc. is overstated in the amount of $8,130.00 which was previously paid by Hamilton Electric on the temporary signals plus the sum of $2,693.00 which is the value of the interior illuminated signs not furnished by Signals. Hamilton Electric, Inc. is being damaged by your client's continued refusal to correctly state it alleged claim. This correction should be effected immediately.

Yours truly,

Thomas H. Hoyt

THH:s
cc: Hamilton Electric
Robert W. Gormsen
Dept. of Transportation
Smith & Crakes Insurance

gormsen noted (no resp nec.)

RECEIVED
MAY 14
COMMISSION
DEPARTMENT OF

#9026

L.

JOSEPH, GUDGER, McKEEHEN & JAMES
ATTORNEYS AT LAW
59 EAST 11TH AVENUE, SUITE A
EUGENE, OREGON 97401
AREA CODE 503 - 686-2244

COTTAGE GROVE OFFICE
942-7311

JON A. JOSEPH
CHARLES M. GUDGER, III
MONTE C. McKEEHEN
DAVID W. JAMES, JR.

REPLY TO EUGENE OFFICE

RECEIVED
STATE HWY ENGR
APR 28 '81
Info Inves R/D D/R Sign Act File

April 27, 1981

Oregon Transportation Commission
Transportation Building
Salem, OR 97310

RECEIVED
DOT DIRECTOR
APR 28 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Re: Contract No. 9026 - Allen Boulevard interchange section of the Beaverton-Tigard Highway in Washington County
My client: Signals & Control Systems, Inc., subcontractor to Hamilton Electric, Inc.; General contractor: Ross Bros. Construction, Inc.; Surety: Safeco Insurance Company
Bond No. 2972771

Gentlemen:

Please be advised that I represent Signals & Control Systems, Inc.

Enclosed is a copy of a Claim on Performance Bond previously filed in the above captioned matter. There remains at this date an unpaid balance on the aforementioned contract invoice of $57,200.00. This figure is reflected by taking the total invoice of $68,130.00, subtracting from it $8,130.00 for amounts previously paid by Hamilton Electric to Signals and a credit for illuminated signs of $2,800.00.

As I understand it, there are no liquidated damages on this job which could be attributed to Signals & Control Systems, Inc. Therefore, since Hamilton Electric has continued to refuse to pay the balance due on this sum, notwithstanding many demands being made upon Hamilton for the payment of these sums, I, as their legal representative, hereby request that you invoke the provisions of Section 107.28 of the standard specifications for highway construction for the State of Oregon, as amended, and request that you issue a check made payable to Signals & Control Systems, Inc., in payment of the balance due on this particular job.

When the check is issued by the commission and made payable to Signals & Control Systems, Inc., and upon receiving the same in

RECEIVED
APR 29 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

my office, I will prepare an assignment of our interest under the aforementioned claim on bond and deliver the same to the commission so that it may assert its rights against the bond.

Thanking you in advance for your courtesies in these matters, I remain,

Very truly yours,

JOSEPH, GUDGER & McKEEHEN

Monte C. McKeehen

MCM:db
Enclosure

cc: Thomas Hoyt
Signals & Control Systems
James R. B. Salter

May 6, 1981
no reply was made
to this letter as
Mr. Mc Keehen called (before a reply was made)
~~and~~ Jorimer today &
BG told him he
had filed claim properly
& nothing more State
could do. He referred
him to Sallis. BG said not to acknowledge letter
or confirm phone call - just file letter -
Fran

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $68,130.00 against the bond taken from Ross Bros. Construction, Inc., 3501 Brooklake Road, North Salem, Oregon 97303 and the surety thereon being Safeco Insurance Company of America, by way of performance bond No. 2972771 dated September 17, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the Allen Boulevard Interchange located in Washington County, on the Beaverton-Tigard Highway and in reference to Oregon State Highway job No. 9026. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440, who was a subcontractor of Ross Bros. Construction, Inc.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 7 day of November, 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By _____ Title: Sec. Treas.

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE
HIGHWAY - DEPARTMENT OF
TRANSPORTATION JOB #9026

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 0425 - invoice dated March 14, 1980: $ 8,130.00

4	12" R Signals
2	12" R - 8"Y - 8" C Signals
4	12" R - 12"Y - 12" C Signals
2	12" R - 12"Y - 12" GLT Signals
2	Type D Ped. Signal
2	Ped P.D. and Sign

Invoice 0352 dated November 3, 1980: $60,000.00

1	5ϕ Controller in 332 Cabinet
1	8ϕ Controller in 332 Cabinet
1	Ampliphier Cabinet
9	12R/8Y/8G Signals with mounts
12	12R/12Y/12G Signals with mounts
3	12R/12Y/12GRTA Signals with mounts
2	8" Amber Beacons with mounts
3	Type C PED Signals
6	Type D PED Signals
12	PED Pushbuttons and Signs
1Lot	3M Framework

TOTAL • $68,130.00

LESS CREDIT TO BE ESTABLISHED FOR ILLUMINATED SIGNS

CLAIM ON PERFORMANCE BOND

9026

STATE OF OREGON

TRA 7-3

INTEROFFICE MEMO

TO: E. L. Hardt Attn: Ron Failmezger
Region 1 Engineer

DATE: March ~~13~~ 23, 1981

Portland

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing for PUC and DMV in Portland Area

This is in reply to your letter of March 6 that requested advice concerning PUC-DMV signing at several locations in your area.

I recommend that the PUC designation be dropped and DMV be maintained at the various locations.

At the Gladstone interchange on I-205, the two signs reading "DMV-PUC - NEXT RIGHT" should be revised to "DMV - NEXT RIGHT."

The PUC designation will be deleted on the Allen Avenue project (Contract #9026) at the Beaverton-Tigard Highway. By a copy of this letter, I am requesting the Road Design Section to take appropriate action to delete the designation "PUC" on signs 3, 13, 23, 24, 29, 30, 31 and 32 of Contract #9026.

ORIGINAL ~~Signed~~ BY L. E. GEORGE

L. E. George
Traffic Engineer

Copy to Traffic

3-23-81
Region will notify signs
other than Rd. Design Board

ELS:er

cc: W. W. Geibel
Enrique Rodriquez
C. T. Keasey
Don Stoudenmeyer
M. D. Payne

3-23-81
4 signs already fabricated
4 legends ready but not installed

REFERRED TO
2 Board Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Veralega
Andersen
Christensen
Olsen
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 17 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Should not reply

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: March 6, 1981

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: INTERSTATE SIGNING FOR PUC & MOTOR VEHICLES OFFICE

Mr. Emil Tokstad, North Region Supervisor for Motor Vehicles Division, in his February 25 letter, has requested signing for the new PUC and Highway Permit office located at the Burns Bros. Truck Stop at 620 SE Union Avenue in Portland. This office is to take the place of PUC and Highway Permit issuers at the existing Motor Vehicles offices at Gladstone, Tualatin, Beaverton, and East Portland. He is now asking for signing from the I-5 freeway for the new PUC and Highway Permit office. He advises that they currently have a one year lease for this new office location. I will be reviewing signing on the Interstate freeway for this location to see if there are appropriate spaces for signing.

My question at this time is whether we should continue to maintain freeway signing at the Gladstone Interchange on the I-205 freeway for the Motor Vehicles office, since PUC and Highway Permits will be discontinued after March 15. This signing was paid for by Motor Vehicles Division. Should we continue to maintain this signing since it does not now serve the Interstate motorists but only the local clientele.

ORE 217 at Allen Blvd. calls for Motor Vehicles and PUC signing on the main line. Should this be installed with the change in use?

Please review and advise concerning this signing.

RWF/gw
cc: E. L. Hardt
W. W. Geibel
M. D. Payne
E. Rodriguez

If motor veh is still operating there sign is ok
LEG

NOTED
ELMER SCOFIELD

NOTED
DWAYNE HOFSTETTER

RECEIVED
MAR 10 1981
TRAFFIC ENGINEERING

9026 5191

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

November 20, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#9026

Joseph, Gudger, McKeehen & James
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

FILED
NOV 21 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter of November 10 with attached Notice of Claim on behalf of Signals and Control Systems, Inc., indicating that Hamilton Electric, subcontractor, owes them for traffic signal equipment and labor in the amount of $68,130.

The claim states this is in reference to the Ross Bros. Construction, Inc. Contract No. 9026 for work on the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gorrsen
COMMISSION SERVICES

kkr

cc: Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

RECEIVED
NOV 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-25-80 dmw

JOSEPH, GUDGER, McKEEHEN & JAMES
ATTORNEYS AT LAW
59 EAST 11TH AVENUE, SUITE A
EUGENE, OREGON 97401
AREA CODE 503 - 686-2244

COTTAGE GROVE OFFICE
942-7311

JON A. JOSEPH
CHARLES M. GUDGER, III
MONTE C. McKEEHEN
DAVID W. JAMES, JR.

REPLY TO EUGENE OFFICE

November 10, 1980

Clerk
Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 997310

Re: Filing Notice of Claim on Bond pursuant
to ORS 279.528
Signals & Control Systems, Inc., Claimant
Ross Bros. Construction, Inc., General Contractor
Oregon State Highway Division, Public Body Letting
Contract -- Contract No. No. 9026

Dear Sir:

Enclosed is a true copy of the lien we are filing in the above entitled matter.

Very truly yours,

JOSEPH, GUDGER & McKEEHEN

Monte C. McKeehen

MCM:db
Enclosure

RECEIVED
1
OFFICES

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION, by and through the Oregon State Highway Division:

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems, Inc. by and through its officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $68,130.00 against the bond taken from Ross Bros. Construction, Inc., 3501 Brooklake Road, North Salem, Oregon 97303 and the surety thereon being Safeco Insurance Company of America, by way of performance bond No. 2972771 dated September 17, 1979, for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the Allen Boulevard Interchange located in Washington County, on the Beaverton-Tigard Highway and in reference to Oregon State Highway job No. 9026. Said equipment and labor was provided by claimant to Hamilton Electric, 232 West 5th Avenue, P. O. Box 708, Eugene, Oregon 97440, who was a subcontractor of Ross Bros. Construction, Inc.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 279.528.

DATED this 17th day of November, 1980.

SIGNALS & CONTROL SYSTEMS, INC.

By _____
Title: Sec. / Treas.

RECEIVED
NOV 19 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY
By _____

EXHIBIT "A" TO
CLAIM ON BOND OREGON STATE
HIGHWAY - DEPARTMENT OF
TRANSPORTATION JOB #9026

RECEIVED
NOV 12 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Signals & Control Systems, Inc. equipment furnished together with labor for installation re: Invoice 0425 - invoice dated March 14, 1980: $ 8,130.00

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2	Type D Ped. Signal
2	Ped P.D. and Sign

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2	8" Amber Beacons with mounts
3	Type C PED Signals
6	Type D PED Signals
12	PED Pushbuttons and Signs
1Lot	3M Framework

TOTAL $68,130.00

LESS CREDIT TO BE ESTABLISHED FOR ILLUMINATED SIGNS

CLAIM ON PERFORMANCE BOND

1-26

CON 5

DATE: October 28, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Your letter dated July 23, 1980, and attached Inspection Report dated July 16, 1980

Since receiving your report we have reviewed and inspected the resident engineer's records, field documentation, traffic control, and general overall operations. An in-depth audit of one of his projects was made by our Internal Audit Section.

Several deficiences and shortcomings were noted in the audit and in our own inspections. The situation in almost all cases is that the resident engineer and his inspectors know what is going on, but fail to realize the importance of documentation and concise record keeping.

We have stressed to the resident engineer the importance of strictly following the requirements of testing as outlined in the State Inspector's Manual, and the importance of keeping complete and accurate records of all work and material going into his jobs. He has initiated a program of instruction for his inspectors in record keeping, testing, frequency of testing, and inspection procedures in general. Region will assist in this program. If necessary, a more formalized training session will be set up.

The resident engineer has been working with the contractor to improve traffic control measures through the area and to clean up the general work site. Some improvements have been made in this direction.

Region will keep a close eye on these jobs and will assist with additional personnel as required.

CM:mk jh

bc: C. T. Keasey

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5 9026

TO: H. S. Coulter
State Highway Enigneer

DATE: October 20, 1980

FROM: Carl Williams
Field Construction Engineer

SUBJECT: Allen Avenue Blvd.
Beaverton-Tigard Highway
Inspection Report
FHWA 7-16-80
Letter 7-23-80 from G. L. Green

The problem concerned the activities of H. Rodriguez.

1. Inadequate test reports on concrete tests.
2. Pile driving records.
3. Traffic control.
4. Hazardous operation of contractor's equipment.

Region has been slow to reply to these allegations.

Attached is a rough draft for an answer to G. L. Green. Also a short letter of explanation from Mr. Craft.

Marion stresses a high work load, small crew, inexperienced personnel and loss of experienced inspectors. I hold that all of these deficiencies could be relieved by Region. They could supply people, experienced people as the needs require and they could train people.

I find their explanation inadequate and stress that they should be instructed to more closely supervise and assist this Resident.

CW:mk

Attach.

OK/R

RECEIVED
STATE HWY ENGR
OCT 21 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: GEORGE HOPKINS
Construction Operations Engineer

DATE: October 14, 1980

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: ALLEN BLVD. INTCHGE.
Contract No. 9026

Attached is a suggested rough draft from H. S. Coulter to G. L. Green of the FHWA. I didn't think it appropriate to bring up in the letter to the FHWA, but for your information, there were several circumstances contributing to this problem. Hank had a fairly high work load this last summer; he had a fairly small crew, with some new, inexperienced personnel; and he had recently lost a couple of reliable, experienced inspectors.

Hank is aware of the deficiencies in his record keeping, filing system, etc., and is actively doing something about it.

MC/gw
Attachment

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
OCT 15 1980
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

Contains Recycled Materials
81-125-1807

9524

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-79(6)
Allen Boulevard Interchange
Contract Administration
Washington County

Date: July 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The attached inspection report points out several deficiencies in the administration of this project. It is apparent that proper inspection, documentation, and administration procedures need to be strengthened.

You should review in depth the contract administration on this project and take whatever steps necessary to strengthen project control procedures. Also, the lack of adequate traffic control measures has been a continuing problem on this project. We have been constantly advised of these deficiencies by our Region office personnel based on their commuting through this project.

✓ Please advise me of your review findings and the steps taken to achieve needed changes.

G. L. Green

Attachment

cc: w/att
OSHD (C T Keasey, Const

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

1-25 ans

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: July 18, 1980
Date: July 18, 1980

File No: 334-1912

TO: H. S. COULTER
State Highway Engineer

FROM: ROBERT N. BOTHMAN
Administrator

NOTED
H. S. COULTER

SUBJECT: Allen Boulevard Project, City of Beaverton

The city of Beaverton initiated a project to widen Allen Boulevard in 1976 funded by federal-aid urban funds. Federal funding of the project was finally approved in late 1977 when a standard federal-aid urban agreement was approved by the city and the state. The match for the project was shared equally by the city and the state in accordance with our federal-aid-urban agreement with the cities of Oregon.

The project suffered several delays due to the conflicts in developing the project, during which the federal-aid funds for construction were shifted from this to other projects in the region leaving the project with only preliminary engineering funds. The city, subsequently, sought and obtained interstate transfer funds this year.

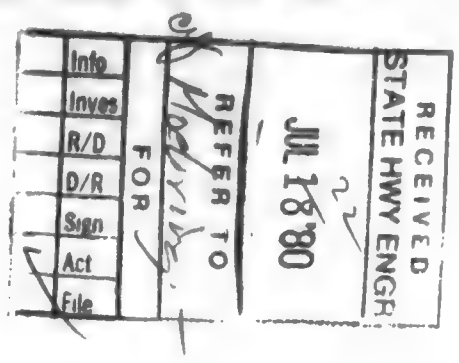
The city advanced the project on the assumption that the state was providing half the local match, although, now with the shift of federal funds, they find themselves responsible for the entire local match. The project has been developed by the city on the assumption that the state would provide half the match as initially agreed upon when the federal funding was provided from federal-aid-urban funds.

I have discussed the following proposal to resolve this conflict with Lon Topaz, city of Beaverton, and recommend your approval. The proposal would be for the city of Beaverton to transfer $300,000 of interstate-transfer funds from their Farmington Road Project to the state Tualatin Valley Highway/217 Highway Project funded with 100 per cent state funds. With the relief of this $300,000 obligation, the state would provide 9 per cent of the match for the Allen Boulevard project which, escalated to the scheduled construction, is $300,000.

The city urban renewal funds would be used on the Farmington Road project which cannot be used for the Allen Boulevard project.

The urban renewal funds would be used for the Farmington Road project, relieving the federal funds on Farmington to be used for the Tualatin Valley Highway project, relieving the state funds on the Tualatin Valley Highway to be used on Allen Boulevard.

nyr



40 216

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 18, 1980

Mrs. Howard Kirsch
11425 SW Allen Boulevard
Beaverton, OR 97005

It is unfortunate that you could not reach an agreement for the purchase of your property for widening Allen Boulevard. Since a condemnation suit has already been filed, the best course of action for you is to continue working through your attorney, Mr. Paul Dailey. The condemnation laws are designed to protect both the property owner and the taxpayers. I am confident the legal process will result in a settlement that is fair to you and the citizens of Oregon.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway
Peggy Foraker, Assistant Attorney General

3-26-80
cy Boyd

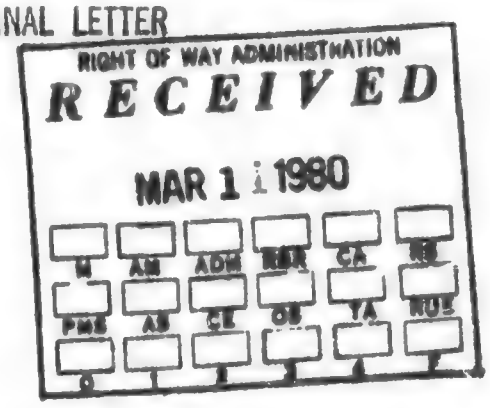
6406

DOT

Mrs. Howard Kirsch
11425 S.W. Allen Boulevard
Beaverton, Oregon 97005
March 7, 1980

PLEASE RETURN
ORIGINAL LETTER

a response
signature
by 3-21
Thank you.



Governor Victor Atiyeh
Salem, Oregon

Dear Governor,

We have been wondering if you are aware of the manner in which the Right-of-way Division of the State Highway Department carries on its business.

It has been a great disappointment to us to find out they have been deceitful, untruthful and very callous as to the amount of damage they are doing to our property. One great matter of concern to us is the fact they tell us the street will be one way, then arbitrarily change the plans.

We live in the first house on the north side of Allen Boulevard just west of Highway 217. We have lived here for 28 years, and realize there must be road improvements to carry the increased amount of traffic, but we believe this can be carried out in an equitable manner and in truth and honesty between participants.

There is no way we can stand the loss of land, restructure our property and build a new garage and driveway for $8000. All renters in the area were paid $4000 just to move.

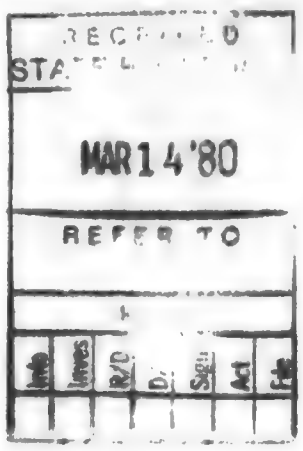
We really would appreciate your opinion in this matter. Call collect Frances or Howard Kirsch. Home phone 644-1634 or my office 646-9646.

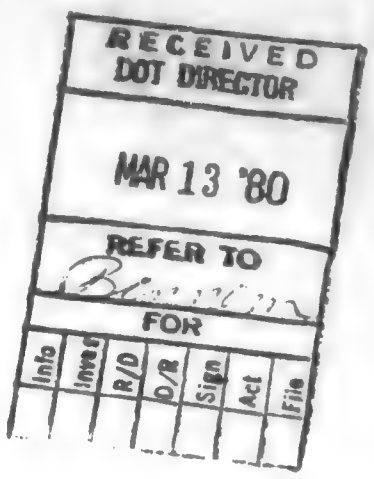
Thank you for your kind attention to our problem.

Very sincerely,

Frances Kirsch

Frances Kirsch





.1979 Allen Blvd. Interch. Sec., 9026
.Beaverton-Tigard Hwy. in Beav. (Gr.
.pav. struc. sig. ill. & sign.) #1

GENERAL FILES

9026

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

January 31, 1980

Mary Jones
11595 SW Allen Blvd.
Beaverton, OR 97005

Dear Ms. Jones:

The Allen Boulevard widening is a City of Beaverton project. Plans call for taking about three or four feet of property along the north side to make room for a new sidewalk. Owners will be paid a fair price for their property. They will not have to pay for the sidewalk.

Cities, counties, states and the federal government have the power of "eminent domain," which means they can acquire property for certain types of public projects if the owner is paid a fair price. If governments didn't have such authority, often important public roads would simply dead end at some unwilling owner's field.

Thank you for taking the time to write. I am enclosing a brochure that gives more information on how land is acquired for highways.

Sincerely,

Victor Atiyeh
Governor

VA:vl

Enclosure

bc: Highway

2-13
cy sent

#7126 Rough Draft for Governor

ROW

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

Right of Way Unit

P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3113

January 25, 1980

Mary Jones
11595 SW Allen Blvd.
Beaverton, Oregon 97005

RE: Allen Avenue Interchange
Beaverton-Tigard Highway
Washington County

Dear Ms. Jones:

Thank you for your letter of January 7, 1980, expressing your concerns with the widening of Allen Boulevard.

The Oregon Department of Transportation is assisting the City of Beaverton with the design and construction of the Allen Boulevard widening. This is a City street.

After many citizen advisory meetings, informational sessions and a public hearing, the City has selected the following design.

At Alger Avenue, Allen Boulevard right-of-way will be increased in width from 60 feet to 66 feet. This section will be widened as shown on the attached sketch. This will probably require 3 to 4 feet off the front of the property on the north side of the street for the sidewalk. There will also be about a 4-foot slope easement needed to allow the contractor to match up the level of the adjacent yard to the sidewalk. The cost of the sidewalk will not be paid by the property owner. It is part of the cost of construction paid for by the City, State and Federal governments.

You will be paid fair cash market value for any property that has to be acquired from you. This is based on an appraisal as required by law. Enclosed is a pamphlet which describes this process.

If you should have any other questions, please feel free to call the State Regional Right of Way Supervisor Kenneth Rolfe at 653-3113 in Milwaukie, or Mr. Don Faris with the City of Beaverton at 644-2191, ext. 273.

1-28-80 rec'd to Bonnem

DOT

Mary Jones
11595 SW Allen B
Beaverton, Ore
970

Jan 7, 19

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 28 1980
575
M AM ADM RBR CA RS
PMS AS CE OS TA RUE

Fle
for
by 1-29
Initials

Dear Mr Attigh

Why is it ~~that when a~~ government or the state want some bodies private property and the owner doesn't wish to sale, they'll take that person to court and make them fight for their OWN land? you all know that the people don't ever stand a chance against the state or Government when it comes to land

Just like our family and all our neighbors up Allen Blvd, it's already a highway and now there's talk about widening it. They will have to take out the side walk, and use our land for another sidewalk, Sure we'll get paid for it but get this we have to pay for the sidewalk getting put in.

The other night I heard about a true story that happened awhile back. The state or the government wanted to use their land for something, the owner did not want to sale they got taken to court and lost. They were paid $20 an acre for a one time use. Even though the people owned the land no longer they still had to pay taxes on it. NO FAIR!! Please answer to this letter. and tell me why this is done.

RECEIVED
DOT DIRECTOR
JAN 2 '80
REPLY TO
Division
FOR
Inves. | Eng. | Surv. | Act | File

RECEIVED
JAN 17 1980
DIVISION OF STATE LANDS

Thank You,
Mary Jones.

9026

Form FHWA 121 (6/79)

2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-79(1)
Allen Ave. Interchange
Sunset Highway - Pacific Hwy Section
Beaverton-Tigard Highway
Washington County - File 49786

Date: January 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW.1-OR/414.2

To: Mr. H. S. Coulter, State Highway Engineer

As requested by Mr. Boyd's letter dated December 17, 1979 we approve the acquisition of file 49786 which included the exchange of land and revision of the access control right of way line as outlined in red on Sheet 2 of the right of way plans which were transmitted separately on January 21, 1980.

Since Federal funds participated in the acquisition of the existing right of way only the $37,200 paid in addition to the land exchange should be coded for participation.

for G. L. Green

cc:
OSHD (J B Boyd)
(E S Hunter)
(M M Mead)

RECEIVED
STATE HWY ENGR
JAN 28 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

December 17, 1979

TO: G. L. Green, Division Engineer
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49786-Grabhorn
Allen Ave. Interchange
Sunset Hwy.-Pacific Hwy. Sec.
Beaverton-Tigard Hwy.
Project F-79(1)

In 1977, R. C. Adams, attorney for A. F. Grabhorn, owner of subject property, requested that the State grant an easement along the edge of its R/W for placement of a 36" drainage facility.

The City of Beaverton had indicated the absolute necessity of such drainage into Fanno Creek. While abutting owners would also benefit, they were experiencing difficulty in negotiating for such a facility.

Prolonged negotiations over the months showed that this was a viable project and our engineers recommended that we allow such an easement. With the Allen Avenue Interchange involving acquisitions for a taking from this property, an exchange agreement surfaced as the only logical course to follow.

By letter dated November 25, 1977, we requested your approval to sell the requested drainage easement. Your reply of December 1, 1977 denied our request because final design plans had not been completed.

Several alternatives were pursued in the following months. Discussions with C. J. Mathias indicated that a plan submitted to our Regional R/W Supervisor with my letter of Novemver 24, 1978 presented a reasonable solution.

RECEIVED
TECHNICAL SERVICES
DEC17'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

On May 22, 1979, acting upon my sincere belief that we had your approval, I approved a settlement agreement with Mr. Grabhorn predicated basically upon that plan. It now appears that through inadvertent oversight, we did not secure formal approval from you.

The exchange agreement is held to be in the best interest of the State, the Federal Government, and the City of Beaverton. In addition to solving an acquisition problem, it alleviates in part a serious drainage problem in the Fanno Creek area.

We therefore request your approval of this transaction.

MMM:mk

bcc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

9026

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-14-80

FEDERAL AID PROJECT NO.: 79(6)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90255

TO:
Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR

Info	Invest	A/D	D/B	Sgn	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-28-79	Primary 79	Secondary 144

GENERAL LOCATION:
Allen Blvd Interchange

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-3-80 this will confirm the advance approval to proceed with the additional work required by the City of Beaverton on their water main relocation. Reimbursement for this additional work is on an actual cost basis estimated to be $16,278 with Federal participation limited to $13,836. (no additional obligation of funds required) (F.O. #4 Supp. #1)
(No additional obligation of funds required)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-80	G. K Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-818

1 #7026

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No. ROW 18-4

January 3, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Attention: W. N. Bryant,
Area Engineer

Contract Change Order
Water Main Relocation
City of Beaverton
Allen Blvd. Interchange Section
Beaverton-Tigard Highway
Washington County
Project No. IX-79(6)

Gentlemen:

Reference is made to my letter of October 9, 1979 which submitted an estimate and contract plans for the relocation of the City of Beaverton's water facilities in conflict with this project. Your PR-1240, dated October 15, 1979, approved the relocation work. Mr. Cartwright's letter of October 17, 1979 advised you of the State's concurrence in the low bid of $49,555 for the contract work. Referenced letters are attached for your information.

The construction of the Allen Boulevard detour (location for the City's relocated water main) has progressed faster than anticipated by the City of Beaverton and its water main relocation contractor. The water main relocation design anticipated two separate bores under the Southern Pacific Railroad tracks and Highway 217 with an open trench between. Open-cut in the area between the two planned bores is not now feasible. It is now necessary to construct one continuous bore approximately 100 feet longer than anticipated to complete the water main relocation.

RECEIVED
TECHNICAL SERVICE
JAN 4'80
REFER TO
FOR
Insp | Inves | R/D | D/R | Sign | Act | Rtg

Enclosed is a copy of an estimate prepared by the City of Beaverton covering the cost of the additional bore length. The water main relocation cannot be completed without the additional boring.

Your approval of the additional cost of boring and confirmation of your advanced authorization to proceed with the contract change order as of December 28, 1979 is requested. The estimated additional cost to the State is 71.71% of $22,700 or $16,278. Total cost to the State would then be $87,555. The additional cost will be covered by Order for Force Work No. 4, Supplement #1.

Yours truly,

D. E. Swan
Operations Programming Engineer

DS/vlw
cc: E. S. Hunter, Jack M. Cartwright, Ted Inloes
Enc.

Form 734-3122

#9026

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DEPT. | 378-6511 TELEPHONE

ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: December 31, 1979

FROM: Roger D. Trygstad Roger D Trygstad (vw)
Railroad & Utility Engineer

SUBJECT: SXF 1078
CROSSING NO's.: FD-754.60 (old)
FD-754.60-A (New)
FD-754.63 (Temporary)

Attached is a copy of Order No. 79-906 issued by the Public Utility Commissioner on December 21, 1979, relative to the above subject matter.

RDT/vlw
Attachment

cc: C. R. Burghardt, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
W. W. Geibel (Note Item 7; Please advise me so I can advise PUC.)
E. Rodriquez
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 2'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act. | File

ORDER NO. 79-906

ENTERED December 21, 1979

PUC CROSSING NO. FD-754.60 (Old)
DOT CROSSING NO. 749 270 E

PUC CROSSING NO. FD-754.60-A (New)

PUC CROSSING NO. FD-754.63 (Temporary)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1078

In the Matter of the Application of the State of Oregon, by and through its Department of Transportation, Highway Division for the authority, pursuant to ORS 763.040, to construct a separated crossing of S. W. Allen Boulevard and Southern Pacific Transportation Company, Tillamook Branch, in Beaverton, Washington County, Oregon.	ORDER

On March 7, 1979, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a separated crossing of S.W. Allen Boulevard, a road under the jurisdiction of the City of Beaverton, over the main track, siding track and right-of-way of Southern Pacific Transportation Company, Tillamook Branch, in Beaverton, Washington County, Oregon.

Southern Pacific Transportation Company made comments and recommendations on the application by letter dated September 19, 1979. By letter dated July 2, 1979, applicant amended its application.

Copies of the application, amendments and responses thereto were duly served upon Southern Pacific Transportation Company, Washington County, City of Beaverton, Northwest Natural Gas Company, Portland General Electric Company, General Telephone Company of the Northwest, Inc., Oregon Department of Land Conservation and Development and applicant. No objection by any party has been made to the application as amended.

RECEIVED
DEC 28 1979
RR & UTILITY UNIT

Applicant proposes to construct an overcrossing to carry Allen Blvd. vehicular traffic over the Southern Pacific Transportation tracks and over the adjacent Beaverton-Tigard Highway. One-way vehicle ramps paralleling the railroad will be an integral part of the new structure. Existing automatic protective devices will be relocated from their present positions on Allen Blvd. to accommodate vehicular traffic on a temporary bypass road during the period of construction. Upon completion of construction of the separated crossing structure, the temporary bypass road will be closed and the automatic signals removed. Traffic signals at the intersection of Beaverton-Tigard Highway and the temporary bypass road will be interconnected with the automatic signals devices at the crossing during the period of construction. The average daily traffic volume on Allen Blvd. is presently 16,400 vehicles and is expected to be 20,000 vehicles within 5 years.

The purpose of the project is to improve public safety and convenience. The Beaverton-Tigard Highway was designed as a four-lane expressway with separated crossings at its various road intersections. Allen Blvd. is the only remaining intersection requiring separation. The railroad closely parallels the expressway in the vicinity of Allen Blvd.; hence, the railroad crossing is being separated in conjunction with this project. There have been no reported train-vehicle accidents at the existing grade crossing within the last ten years.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigations of the Commissioner it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to relocate the existing grade crossing of Allen Blvd. northerly to a temporary bypass road grade crossing, and to construct a separated crossing of Allen Blvd. as requested herein is hereby granted.

2. Applicant shall:

   a. Bear all the cost of relocating the existing automatic signalization referred to in paragraph 3.b., furnishing and installing

multiple track signs and railroad STOP signs as ordered therein and of interconnecting the traffic signals at the relocated intersection of S.W. Allen Blvd. and Beaverton-Tigard Highway to provide train preemption;

b. Construct that portion of the temporary bypass road crossing lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a road 42 feet in width, consisting of, from north to south, of three 12-foot travel lanes and a paved six-foot shoulder, and bear all the cost thereof;

c. Bear all the cost of constructing that portion of the temporary bypass road crossing lying between lines drawn two feet outside each rail of each track at the crossing;

d. Furnish, install and maintain a standard advance warning sign and reflectorized advance warning pavement markings, at appropriate locations on the westerly approach to the temporary crossing, and reflectorized stop clearance lines at appropriate locations on each side of the temporary crossing, and bear all the cost thereof;

e. Furnish, install and maintain one "DO NOT STOP ON TRACKS" sign on the westerly side of the temporary crossing, and bear all the cost thereof;

f. Furnish, install and maintain standard urban-type guardrail, at appropriate locations adjacent to each set of automatic crossing protective devices at the temporary crossing, and bear all the cost thereof;

g. Maintain that portion of the temporary bypass road crossing lying outside lines drawn two feet outside each rail of each track, and bear all the cost thereof;

h. Construct the separated overcrossing structure, and bear all the cost thereof in excess of $33,360;

i. Maintain the entire separated crossing structure including the beam-bearing assemblies, and bear all the cost thereof;

j. Maintain all highway appurtenances to the separated crossing structure, and bear all the cost thereof;

k. Bear all the cost of all damage to the separated crossing structure caused by motor vehicle traffic on the highway;

l. Coordinate all temporary impairments of standard railroad clearances with Southern Pacific Transportation Company at least 48 hours in advance of any such impairments;

m. Bear all the cost of providing all necessary watchmen and flagmen on the railroad during periods of temporary impaired railroad clearances;

n. Upon completion of construction of the separated crossing and commencement of use thereof by vehicular traffic, close the temporary crossing and remove the urban guardrail, "DO NOT STOP ON TRACKS" sign, advance warning sign and all road material except that portion lying between lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof; and

o. Bear all the cost of removing the following: that portion of each crossing surface lying between lines drawn two feet outside each rail of each track and the automatic signalization at the temporary bypass road crossing.

3. Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, construct that portion of the temporary bypass road lying between lines drawn two feet outside each rail of each track at the crossing to accommodate a 42-foot road;

b. Subject to reimbursement as provided herein, relocate and install two Commissioner's Standard No. 2 flashing light signals

equipped with gongs, multiple track signs and two Commissioner's Standard No. 4 automatic gates presently located at the S.W. Allen Boulevard crossing to appropriate locations at the temporary bypass road crossing. The automatic gate arms shall cover the entire width of the appropriate temporary bypass road travel lanes. Said signalization will be activated by predictor-type units on the main track and DC-island circuits, supplemented with railroad STOP signs on the siding track;

c. Subject to reimbursement as provided herein, furnish and install two railroad STOP signs on the siding track at appropriate locations, one on each side of the temporary by-pass road;

d. Maintain the automatic signalization, circuitry, railroad STOP signs and multiple track signs ordered herein and maintain that portion of the temporary bypass road crossing lying between lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof;

e. Subject to reimbursement as provided herein, upon completion of the separated crossing structure, remove that portion of the crossing surface lying between lines drawn two feet outside each rail of each track at the crossing of both the SW Allen Boulevard crossing and at the temporary by pass road crossing, and remove the automatic signalzation installed at the temporary by-pass road crossing;

f. Subject to reimbursement as provided herein, provide necessary watchmen and flagmen during periods of temporary impaired clearances;

g. Maintain the railroad track, railroad drainage and all railroad facilities beneath the separated crossing structure, and bear all the cost thereof; and

h. Bear $33,360 of the cost of constructing the separated crossing structure ordered herein.

4. Any construction requiring the use of the now existing S.W. Allen Boulevard crossing after the inactivation or removal of the automatic signalization will be made under the protection of railroad flagmen and at the expense of the Oregon Department of Transportation, Highway Division.

5. The new temporary bypass road will not be open to vehicular traffic until the automatic signalization is installed and placed in operation thereat.

6. After completion, the separated crossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it will be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to provisions in paragraph 2.1. above.

7. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective 12/21/79.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

pw/2828F

#7024

December 17, 1979

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49786-Grabhorn
Allen Ave. Interchange
Sunset Hwy.-Pacific Hwy. Sec.
Beaverton-Tigard Hwy.
Project F-79(1)

RECEIVED
STATE HWY ENGR
DEC 17'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

In 1977, R. C. Adams, attorney for A. F. Grabhorn, owner of subject property, requested that the State grant an easement along the edge of its R/W for placement of a 36" drainage facility.

The City of Beaverton had indicated the absolute necessity of such drainage into Fanno Creek. While abutting owners would also benefit, they were experiencing difficulty in negotiating for such a facility.

Prolonged negotiations over the months showed that this was a viable project and our engineers recommended that we allow such an easement. With the Allen Avenue Interchange involving acquisitions for a taking from this property, an exchange agreement surfaced as the only logical course to follow.

By letter dated November 25, 1977, we requested your approval to sell the requested drainage easement. Your reply of December 1, 1977 denied our request because final design plans had not been completed.

Several alternatives were pursued in the following months. Discussions with C. J. Mathias indicated that a plan submitted to our Regional R/W Supervisor with my letter of Novemver 24, 1978 presented a reasonable solution.

On May 22, 1979, acting upon my sincere belief that we had your approval, I approved a settlement agreement with Mr. Grabhorn predicated basically upon that plan. It now appears that through inadvertent oversight, we did not secure formal approval from you.

The exchange agreement is held to be in the best interest of the State, the Federal Government, and the City of Beaverton. In addition to solving an acquisition problem, it alleviates in part a serious drainage problem in the Fanno Creek area.

We therefore request your approval of this transaction.

MHM:mk

bcc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

9026

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-25-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-79(6)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check)

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90255

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-26 orig

RECEIVED
STATE HWY ENGR
OCT 26 '79
REFER TO
FOR
Info | Invest | R/D | R/R | Oper | Act | File

DATE P&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	9-27-79	Primary 79	Secondary 144

GENERAL LOCATION:

Allen Blvd. Interchange Section

GENERAL DESCRIPTION OF WORK:

Corrected Authorization (PR-1240 dtd. 10-15-79)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Utility Adjustement City of Beaverton
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR-1240 dated 10-15-79 is corrected (to comply with request in Mr. Swan's letter of October 9, 1979) to confirm advance approval date of September 27, 1979 to proceed with the work. Also, that a portion of the work is approved for the contract method since the utility is not adequately staffed or equipped to perform that portion of work.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

#70.26

bc H. S. Coulter (enc.)
Jack Sollis "
R. N. Bothman "
C. T. Keasey "
R. L. Schroeder "
D. H. Moehring "
J. H. Versteeg "
L. E. George "
E. L. Hardt "
C. O. Fredrickson "
Alfred Shirley, Jr. "
Dale Allen "
W. E. Schwartz "

October 19, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

complete file
Ira 16-6

Dear Mr. Green:

Green Arrow Application - MUTCD
Your File HFO-OR/520.6
XRef: IX-79(6)
IX-9822(5)

Since I wrote you October 11, we have conducted a legal review of State statutes regarding signing to be used in conjunction with a signal head for a mandatory right-turn condition.

This review indicates that we can eliminate the sign indicating a prohibition for straight-through and left-turn traffic.

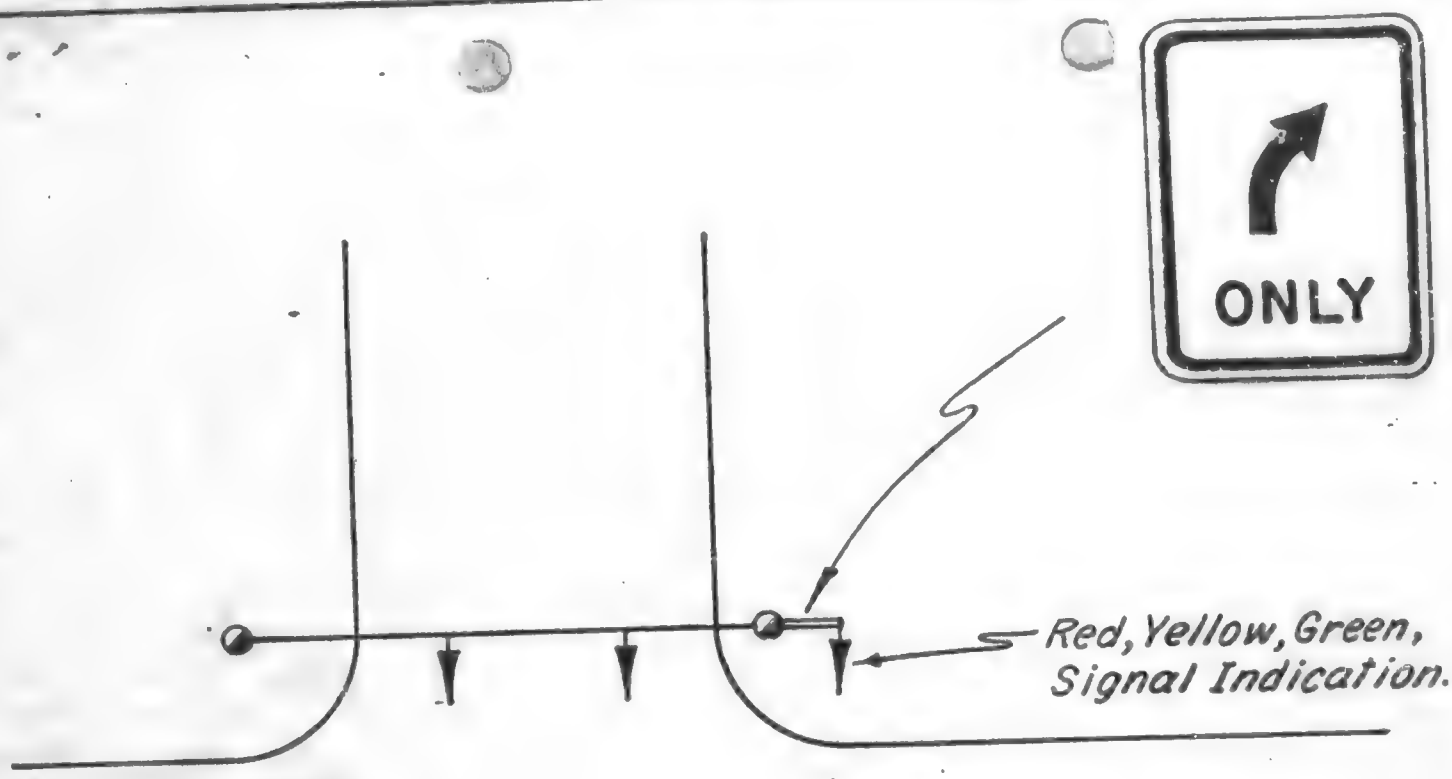
All on-going Federal-Aid projects, as well as those being prepared for PS&E, will be revised to conform with the attached sketch.

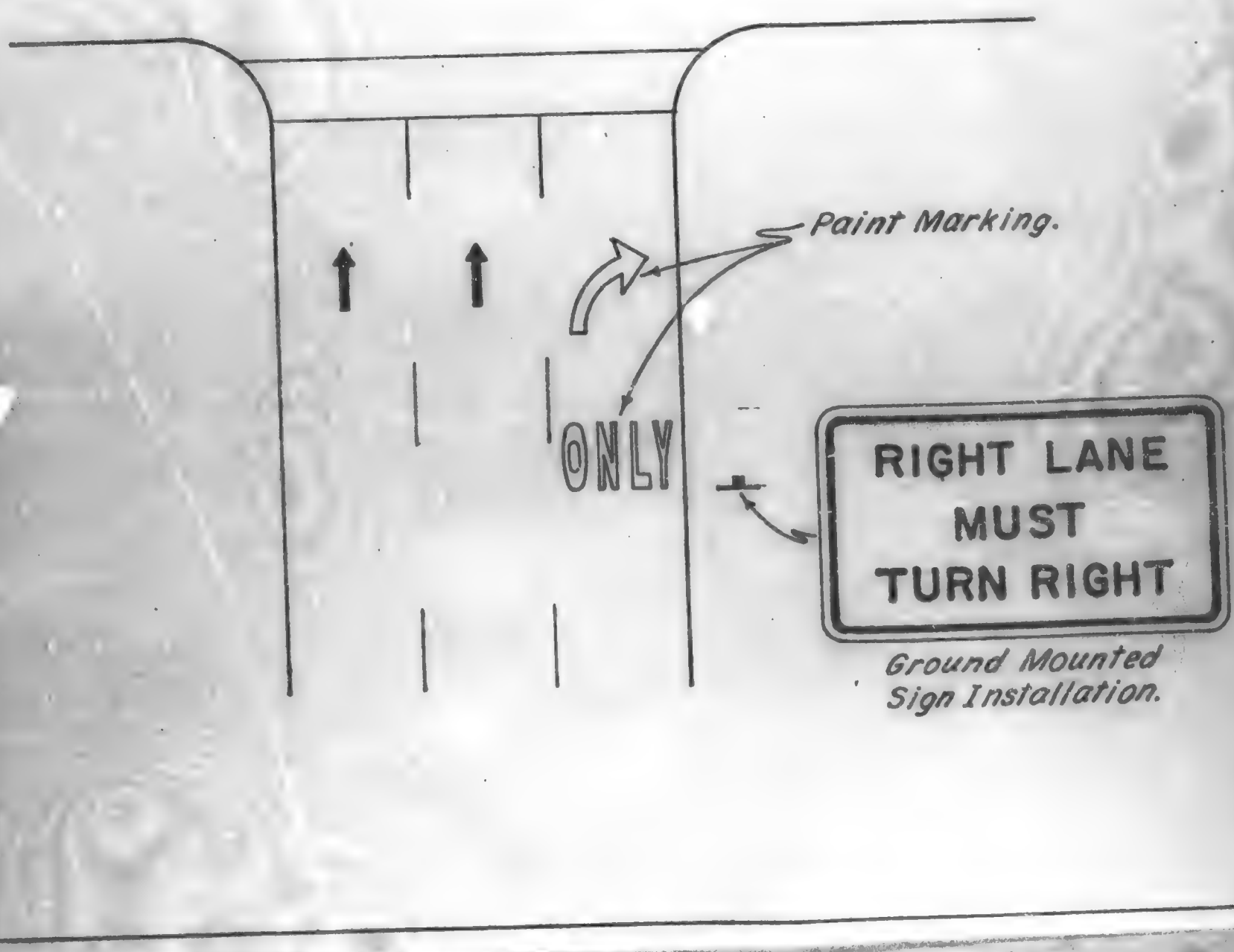
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

Attachment





Ground Mounted
Sign Installation.

T.E. Drwg. No. 5428

9026

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

October 17, 1979

NOTED
E. S. HUNTER

Mr. Jerry E. Williams
Project Engineer
City of Beaverton
4950 SW Hall Blvd.
Beaverton, OR 97005

Award of Contract
Water Main Relocation
Allen Blvd. Intchge. Section
Beaverton-Tigard Highway
Washington County
Project No. IX-79(6)

Dear Mr. Williams:

The tabulation of bids, submitted by your letter of October 16, 1979, for the installation of water line relocation on this project has been reviewed by the State. It is understood that the materials for the relocation are being supplied by the City of Beaverton. The State concurs in the award to Dale's Sand and Gravel for a low bid of $49,555. The State is pleased to note that this is well below the estimated cost of $74,245.50.

Your cooperation in accomplishing the relocation of your conflicting water line facilities is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:mm

bc: G. L. Green - W. N. Bryant w/att.
E. S. Hunter
D. E. Swan w/att.
Rich Evans w/att.
E. L. Hardt w/att.
Enrique Rodriquez w/att.
J. W. Cochell w/att.
Ted Inloes w/att.

RECEIVED
TECHNICAL SERVICES
OCT 17 '79
REFER TO
FOR
Info | Inves | R/D | D/R | SUR | Agt | File

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

- 15 - 79

FEDERAL AID PROJECT NO.
I [illegible]9(6)

STATE PROJECT NO.
See below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
90255

FROM:
G. L. Green
Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
E.O.B.

Info	Invest	R/W	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	10-15-79	Primary 79	Secondary 144

GENERAL LOCATION:
Allen Blvd Interchange Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment City of Beaverton

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's letter of 10-9-79 you are now authorized to proceed with the actual adjustments of the City of Beaverton's water main relocation. Reimbursement on an actual cost basis not to exceed $90,749 with Federal participation limited to $77,136 is approved. I approve the Agreement with the City of Beaverton.

Approval and Participation for the eligible portion of the work authorized above is subject to the Provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-15-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-818

9.2.1

2

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Green Arrow Application - MUTCD

Date: October 15, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR/520.6
XRef: IX-79(6)
IX-9822(5)

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

copy
TRA 16-6
9025

By October 11, 1979, letter Mr. Hunter proposed a signing plan to be used in conjunction with the signal head for a mandatory right turn condition. The plan is considered acceptable with one minor modification. The proposed sign which includes a prohibitive left turn or through movement symbol along with a right turn only arrow should be revised. The prohibitive left turn or through movement symbol is redundant, could be confusing to the motorist, and should be removed from the sign.

The proposal is otherwise acceptable and necessary changes to existing projects and future PS&E's should be implemented immediately as suggested by Mr. Hunter. A program should also be instigated to bring any existing nonconforming green arrow installations into conformance with this plan.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
FOR
Init. Chief P/D D/R Sign Insp. File

10-11
cop

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Water Main Relocation
City of Beaverton
Allen Blvd. Interchange Section
Beaverton-Tigard Highway
Washington County
Project No. IX-79(6)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Beaverton's water facilities dated October 1, 1979, and a sketch showing their proposed relocation. The City proposes to supply the materials and contract by open bid for the installation.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated February 21, 1979 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the City's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement and contract method, as evidenced above, and confiramtion of your advanced authorization to proceed with the work as of September 27, 1979 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $90,749.

Yours truly,

D. E. Swan
Operation Programming Engineer

RECEIVED
TECHNICAL SERVICES
OCT 10 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JMC:mm
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9026

ENV 6-5

September 28, 1979

Department of Environmental Quality
Air Quality Control Division
1234 S.W. Morrison Street
Portland, Oregon 97205

ATTN: Program Development Section

SUBJECT: Allen Boulevard Section
Indirect Source Permit
AQ Highway File No.
Date of Issuance, July 29, 1977

Gentlemen:

We are submitting an interim Construction Progress Report, as required by item #2 of the subject permit. As of this date our construction work has progressed to the point of 1% of completion.

This construction project was awarded on September 4, 1979. The estimated completion date is September, 1981.

This is an existing highway route that has been in continuous operation for many years and will remain so.

Very truly yours,

D. E. Swan
Operation Programming Engineer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

DES:fkc

cc: Gary Potter

9.26

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 28, 1979

In reply refer to: HPO-OR/520.6

SUBJECT: Green Arrow Application - MUTCD (Mr. Hunter's ltr, 9-14-79)

FROM: G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO: Mr. H. S. Coulter, State Highway Engineer

copy to TRH 10-1

We submitted your request for an interpretation concerning Oregon's use of the green right turn arrow to our Region Office for action. The Regional Administrator has upheld our determination that the use of the arrow in conflict with other movements is not acceptable. Therefore, Federal-aid funds cannot participate in any costs of a project which is not designed and constructed in accordance with the Manual on Traffic Control Devices.

Please take steps to modify the signals on Project IX-79(6), 9026 Allen Boulevard Interchange Section, and Project IX-9822(5), 9025 North Main Avenue - Bull Run Section, to conform to the MUTCD. We also request that you review other previously constructed Federal-aid projects involving green right turn arrows and take steps to correct any nonconforming situations.

The Region Office did not consider it appropriate to submit this matter to the Secretary of Transportation's office, since the Secretary has delegated authority to administer the Federal-aid Highway Program to the Federal Highway Administrator, who in turn has delegated the day-to-day operations, including making rulings on such items as the present issue, to our respective offices.

Should you feel that Oregon's practice concerning green arrows is safer and more conducive to traffic convenience than the alternatives permitted by the MUTCD, you should request a change in the MUTCD or request permission to experiment in accordance with Section 1A-6.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 1 - '79
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Art | File

10-1 ack

any further action?

9026

CON 5

DATE: September 27, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Kearsey
Ass't. State Hwy. Engr.

Federal-aid Project
No. IX-79(6)

SUBJECT: Notification Contract Work Started

Contract 9026, Work Started September 14, 1979

Project Allen Blvd. Interchange

Highway Beaverton-Tigard

County Washington

RDC:mk

cc: R. D. Church

9026

September 12, 1979

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Susanne Heimbigner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2883

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement for construction of the Allen Boulevard Interchange on the Beaverton-Tigard Highway in Washington County.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
be: Don Harwell (agreement attached)

#7026

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities DEPT. 378-6511 TELEPHONE

TO: C. W. Head, Manager
Commission Services

DATE: September 7, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

#987

SUBJECT: Allen Ave. Interchange Section
Beaverton-Tigard Highway
Washington County
R/W File 50098
ODOT Agreement No. RR-987

RAILROAD COMPANIES
FILE No. 987

Attached for your files are the following fully executed documents relating to the subject project:

1. The Permit of Entry to enter upon Parcels 2 and 3.

2. A Maintenance and Construction Agreement for the project.

Also attached is a copy of an indenture for Parcel 1. The original of this indenture is being sent to Adele Egan for recording. When they are recorded, she will transmit the original to you for your records.

RDT:mm

Attachments

cc: G. L. Green w/atts.
J. B. Boyd w/atts.
J. L. Sollis
D. E. Swan /2 atts.
C. T. Keasey w/atts.
Contract Accounting w/atts.
E. L. Hardt w/atts.
Ken Rolfe w/atts.
Enrique Rodriquez w/atts.
Adele Egan w/original indenture - Please have the indenture recorded and provide me with the recording information so that I can advise The Southern Pacific Transportation Company.

have been

NOTED
C. W. HEAD
1-9-80
noted in agree books

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1979

Southern Pacific Transportation Co.
Attention: H. B. Berkshire
One Market Street
San Francisco, CA 94105

Allen Avenue Interchange Section
Beaverton-Tigard Highway
Washington County
R/W File 50098
ODOT Agreement No. [redacted]
SPTC File 911596/29[redacted]
0-0-78-17

Dear Mr. Berkshire:

Attached you will find the following documents which have been signed by Mr. Boyd on behalf of the Department of Transportation regarding the subject project:

1. A Permit of Entry to enter upon Parcels 2 and 3.
2. An indenture for Parcel 1.
3. A maintenance and construction agreement for the project.

We made a minor change on Exhibit "B", page 7 of the Maintenance and Construction agreement. We deleted the three million dollar agregate insurance limit for the railroad protective liability insurance. This was done with the concurrence of the Portland office who consulted with your office in San Francisco. Please initial the change.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:nm
Enc.
cc: R. L. Johnston - SPTC Portland

bc: G. L. Green w/att.
C. W. Head w/att.
C. T. Keasey w/att.
D. E. Swan w/2 att.
J. L. Sollis
Contract Accounting w/att.
Ed Hardt w/att.
Ken Rolfe w/att.
Enrique Rodriquez w/att. - Please submit through normal channels an order for State Force work for the work the Railroad will do on this project.

1" aug 6"
Ok by Boyd 7/26/79

Form 81-734-3123 (Rev. 7-77)

1026

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-79(6)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90255

FROM: G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-6 cmj

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Att | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-26-79	Primary 79	Secondary 144

GENERAL LOCATION:

Allen Blvd. Interchange Section

GENERAL DESCRIPTION OF WORK:

Elimination of at-grade crossing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 2, 1979 letter you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company, approved by the Highway Division on July 26, 1979 at a total estimated cost of $192,145 - Federal Funds $163,323 - subject to the provisions of FHPM 6-6-2.1 paragraph 6b(3).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-79	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—731-915

9026

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-79(6)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM NO.

ITEM NO. 90255

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

9-6 mig

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-1-79	Primary 79	Secondary 144

GENERAL LOCATION: Allen Blvd. Interchange Section

GENERAL DESCRIPTION OF WORK: Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)

Temp. Erosion Cont.	$10,000
Railroad Protective Services	57,325
Temp. & Perm. Pavement Striping	2,800
On the Job Training	2,400

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS: After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Swan's 7-30-79 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,371,000 - Federal Funds $6,265,000 subject to an agreement reached between your office and this office on 8-22-79 relative to the conflict with the MUTCD regarding the use of a green arrow for right turn movements. The essence of the agreement is that a legal decision as to the acceptability of the State design would be obtained from our Washington, D.C. Office prior to installation of the signals in question and if the decision is negative relative to the State's position then the signals would be revised to conform to the MUTCD or Federal-aid participation would be denied and withheld for the entire project. (Advice No. 823-10-9-09 8-21-79 Incr. TEC $471,000 - Federal Funds $400,000)

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-28-79	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-912

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: August 22, 1979

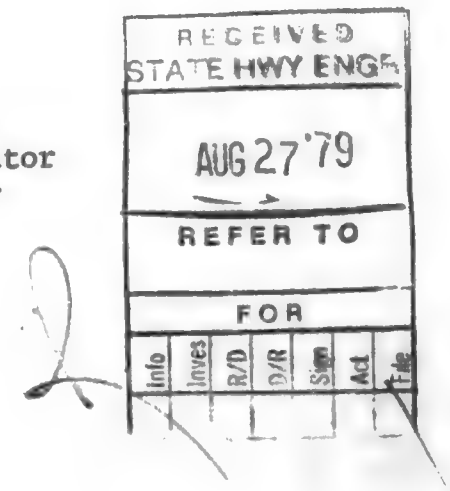
FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Conflict between Oregon Law and MUTCD concerning Traffic Signals
Allen Blvd. Interchange, IX-79(6)
Beaverton-Tigard Highway

On Wednesday Afternoon, August 22, a meeting was held in Ed Hunter's office to discuss the use of Green Turn Arrows on Signal Heads for mandatory right turn lanes.

Those attending from the FHWA were:

Jim Zotter, Region Council
Elmer Leland, Region Traffic Engineer
Vern Cusack, Asst. Division Administrator
Glen Hossner, Field Operation Engineer
Wally Bryant, Area Engineer



Those attending from OSHD were:

E. S. Hunter
L. W. Rulien
Bud George
Bill Nestle
D. E. Swan

The FHWA stated position is that a green arrow for a mandatory right turn is in conflict with regulations contained in the MUTCD where that turn conflicts with a "WALK" or flashing "DON'T WALK" signal. The OSHD position based on Oregon law is that a green arrow in this situation requires the driver to proceed with caution, whereas a green lense allows free movement.

Following a statement of each sides position it became obvious that no immediate solution could be reached. The matter will have to be resolved by legal council.

The FHWA agreed to allow us to contract this project since the signals in question are temporary.

Future jobs will not have this type of conflict.

DES:pf

11.128.1307

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 15, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-79(6)
Allen Blvd. Interchange
Beaverton-Tigard Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The information contained in your August 9, 1979, letter relative to the subject project has been reviewed. This office does not agree with your position that the portion of the MUTCD on which we based our denial of approval for PS&E is contradictory.

Paragraph 1(b) of Section 4B-5 covering the meaning of signal indications exempts pedestrians from crossing a crosswalk when facing a green arrow. In our opinion this section would prohibit any conflict between a green arrow and a pedestrian walk signal indication. Paragraph 4 of Section 4B-6, covering application of signal indications, is permissive as written and also indicates under Paragraph 4(e) that such turning movements be "protected" from conflicting movements by other indications (including, in our opinion, pedestrian crossing indications).

Section 1A-4 does state that the manual is intended to be a standard but not a substitute for engineering judgment and also not intended to be a legal requirement for installation. However, Section 655.606 of the Code of Federal Regulations, which we are duty bound to follow, specifically states, in part, that only traffic control devices that comply with the MUTCD shall be installed on Federal-aid highways.

For the above reasons, we are unable to approve the PS&E documents for the subject project as requested.

W. W. Conrad
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Mike Kenny - George what now?

GENERAL FILES

DATE: August 9, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

Glen Hossner's recent letters denied approval of PS&E documents for two projects because of failure to comply with paragraph 5(e) of Section 4B-6 of the Manual on Uniform Traffic Control Devices which involves the use of green turn arrows.

Under Oregon law the Transportation Commission is legally responsible for the establishment of standards and specifications for traffic control devices to be used by any jurisdiction within the state. Oregon also has extremely definitive laws involving the meaning of traffic signal indications. Because of this law we believe, and have been so advised by our Chief Counsel, that where a dedicated right-turn lane exists that turns traffic through a crosswalk, a green right-turn arrow must be utilized.

The portion of the manual on which you base your denial of approval for PS&E is contradictory. Paragraph 3 of the section you quote stipulates conditions for the use of circular green lenses. This section is not usable at the locations in question. Section 4B-5, paragraph 1(b), and Section 4B-6, paragraph 4, state the permissible use of the green turn arrow through a crosswalk. Section 4B-5, paragraph 1(b) is also very close to the wording used in Oregon law. Most pertinent to the matter in question is Section 1A-4, which states that the manual is intended to be a standard but not a substitute for engineering judgment and also not intended to be a legal requirement for installation. Recent Oregon court decisions have upheld this concept.

Verbal contact with Mr. Robert Connor, Chief, FHWA Office of Traffic Operations, indicated that some states do have laws that conflict with the Manual on Uniform Traffic Control Devices. In those cases he has indicated that state law prevails.

Considering all factors, it is our opinion that all traffic signals in the North Main Avenue-Bull Run Road Section and in the Allen Boulevard Interchange Section meet both the letter and intent of the Manual on Uniform Traffic Control Devices. We request your reconsideration of approval of the PS&E documents for the above projects.

LEG:ds jh
bc: D. H. Moehring
E. S. Hunter
J. L. Sollis
L. E. George

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 1, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-79(6)
Allen Blvd. Interchange Section
Beaverton-Tigard Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The recently submitted PS&E documents for the subject project have been reviewed. We are unable to approve this project as submitted because it fails to comply with the requirements of paragraph 5e of Section 4B-6 of the MUTCD, which prohibits the use of a steady green arrow that conflicts with other vehicles moving on a green indication or with pedestrians crossing in conformance with a walk or flashing DONT WALK indication. In addition, Section 655.606 of Title 23 states, in part, "Only traffic control devices that comply with the MUTCD shall be installed on Federal-aid highways."

Please contact our office if you have further questions regarding this decision.

G. L. Green

RECEIVED
STATE HWY ENGR
AUG 1 79
REFER TO
FOR

cy George Hocking

RECEIVED
AUG 1 1979
TRAFFIC ENGINEERING

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

August 21, 1979

F I L E

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
August 23, 1979 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened August 23 on the following projects:

1. Portland-Idaho State Line
   Columbia River and Old Oregon Trail Highways
   Ten Counties
   Signing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. The Dalles-California Hwy. @ Lower Bridge Road
   The Dalles-California Highway
   Deschutes
   Grading and paving. Left-turn lane. Four-foot shoulders provided for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

3. Yaquina Bay Bridge (Newport)
   Oregon Coast Highway
   Lincoln County
   Structure restoration

   Same as No. 1.

4. Port of Entry (Farewell Bend)
   Old Oregon Trail Highway
   Malheur County
   Miscellaneous Highway Appurtenances

   Same as No. 1.

5. Busway Rigid Frame (N. Banfield Interchange)
East Portland Freeway
Multnomah County
Grading, paving and structure.

Same as No. 2.

A parallel bicycle facility will be constructed under later contract.

6. Devine Summit-Burns Junction and Burns-Burns Junction
John Day-Burns and Central Oregon Highways
Harney County
Overlay
Three-and-Four-foot shoulders provided.

Same as No. 2.

7. Dexter Lake South Bridge and Willamette Hwy. at Jasper/Lowell Rd.
Willamette Highway, Lane County
Grading, paving and structures.
Four-foot shoulders provided.

Same as No. 2.

8. Twin Meadows Road-Santiam Junction
North Santiam Highway, Linn County
Paving.
Four-foot shoulders provided.

Same as No. 2.

9. Ash Creek Bridge
Clow Corner Road, Polk County
Structure.
Eight-foot shoulders on structure. Grading and paving for approaches provides 0-8-foot shoulders.

Same as No. 2.

10. Umatilla Bridge (Pendleton)
Main Street, Umatilla County
Structure.
Seven-foot sidewalks/curb cuts right and left on structure and Main St.
Four-foot sidewalk right on Bailey Street.

Same as No. 2

11. N. Main Avenue-Bull Run Road
S.E. Burnside, Multnomah County
Grading and paving.
Six-foot sidewalk or eight-foot shoulders provided.

Same as No. 2.

12. Allen Blvd. Interchange
Beaverton-Tigard Highway, Washington County
Grading, paving and structure
Five-foot to eight-foot sidewalk/bikeway provided.

RS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
In Reply Refer to
File No.:
AUG 9'79
REFER TO
FOR
Info | Review | R/W | D/R | Plans | Agr | File

DATE: August 9, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

Glen Hossner's recent letters denied approval of PS&E documents for two projects because of failure to comply with paragraph 5(e) of Section 4B-6 of the Manual on Uniform Traffic Control Devices which involves the use of green turn arrows.

copy 9025

Under Oregon law the Transportation Commission is legally responsible for the establishment of standards and specifications for traffic control devices to be used by any jurisdiction within the state. Oregon also has extremely definitive laws involving the meaning of traffic signal indications. Because of this law we believe, and have been so advised by our Chief Counsel, that where a dedicated right-turn lane exists that turns traffic through a crosswalk, a green right-turn arrow must be utilized.

The portion of the manual on which you base your denial of approval for PS&E is contradictory. Paragraph 3 of the section you quote stipulates conditions for the use of circular green lenses. This section is not usable at the locations in question. Section 4B-5, paragraph 1(b), and Section 4B-6, paragraph 4, state the permissible use of the green turn arrow through a crosswalk. Section 4B-5, paragraph 1(b) is also very close to the wording used in Oregon law. Most pertinent to the matter in question is Section 1A-4, which states that the manual is intended to be a standard but not a substitute for engineering judgment and also not intended to be a legal requirement for installation. Recent Oregon court decisions have upheld this concept.

Verbal contact with Mr. Robert Connor, Chief, FHWA Office of Traffic Operations, indicated that some states do have laws that conflict with the Manual on Uniform Traffic Control Devices. In those cases he has indicated that state law prevails.

Considering all factors, it is our opinion that all traffic signals in the North Main Avenue-Bull Run Road Section and in the Allen Boulevard Interchange Section meet both the letter and intent of the Manual on Uniform Traffic Control Devices. We request your reconsideration of approval of the PS&E documents for the above projects.

LEG:ds jh
bc: D. H. Moehring
E. S. Hunter
J. L. Sollis

Form 734-3122

1026

VICTOR ATIYEH
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

Environmental Section
July 31, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Bill Geibel
Jef Kaiser
Wally Bryant
Glen Green

NOTED
E. S. HUNTER

July 30, 1979

Gary A. Potter, Manager
Environmental Section
Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

RE: ALLEN BOULEVARD
PNRS: 7906 4 260

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Environmental Quality and the Department of Fish and Wildlife offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Kay F. Wilcox

KAY WILCOX, A-95 COORDINATOR

KW:njd
Enclosures

RECEIVED
TECHNICAL SERVICES
AUG 1 '79
REFER TO
FOR

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW July 13

Project #: 7906 4 260 Return Date: July 20 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

(X) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

The proposed Allen Boulevard Project in Washington County will not have a significant impact on fish and wildlife resources.

The evaluation of wildlife species and habitat described on page 7-3 of the Technical Report should be more comprehensive. The wildlife species composition is much more extensive than described in the EIS.

Agency Fish & Wildlife By Jerry MacLeod
06/26/79 Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone Number: 378-3732

Department of Environmental Quality
RECEIVED
JUN 11 1979

PNRS STATE REVIEW July 20

Project #: 7906 4 Return Date: JUN 29 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

Draft EIS acknowledgement letter

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Please see attached comments.

Agency DEQ By Howard W. Harris

STATE OF OREGON

INTEROFFICE MEMO

ENVIRONMENTAL QUALITY DEPT

229-6086 TELEPHONE

TO: Intergovernmental Relations Division

DATE: July 27, 1979

FROM: Howard Harris, Air Quality Division

SUBJECT: Comments on the Draft Environmental Impact Statement (DEIS) for Allen Blvd.

Although the Air Quality portions of the DEIS are well written, a critical examination of the analysis is not possible due to the lack of sufficient documentation. The Volume I presentation amounts to no more than an executive summary. The Volume II report is of the type of information more appropriately provided in the main body of a DEIS and could just as well have been placed in Volume I. Critical examination of the analysis is only possible if one has the Air Quality Technical Report Appendix. We very much appreciate ODOT's providing us their only copy, but to date we have been unable to allocate sufficient time for an adequate review of this voluminous document, which contains very little in the way of useful narrative information. We, therefore, are deferring judgment as to whether the air quality analysis is adequate.

The Department of Environmental Quality
Noise Control Section Comments
on the Draft E.I.S.:
Allen Boulevard Highway Project, Beaverton
(7906-4-260)

Volume two of the Draft EIS for the Allen Boulevard highway improvement project has adequately described the noise impacts associated with this project. However, volume one of the Draft should have contained more information on the noise impacts.

Alternative B has the least noise impact potential of the three proposed alternatives. The No-Build Alternative will cause only slightly more impact than Alternative B. Alternative A will cause about 33 additional homes to exceed FWHA standards. Without some type of noise mitigation, Alternative A should not be constructed. If construction of noise barriers for Alternative A are not feasible, then acoustical treatment of homes and land-use mitigation measures should be given serious consideration.

Recommendations

The DEQ Noise Section recommends:

1. Alternative B or the No-Build Alternative be carried forward as the preferred alternative,

2. Alternative A not be constructed, if noise mitigation is excluded from this proposal, and

3. Since the area is slated for conversion from single-family to multi-family residential property, we recommend local land-use agencies be presented with specific proposals to minimize the noise impacts.

Norman L. Jette/pw
7/19/72

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

1026 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. U-F-79(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-126 & U-168

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
FOR
Ltr | Memo | Call | Conf | Info | Sig | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-23-79	Primary 79	Secondary 144

GENERAL LOCATION:

Allen Avenue and Denny Road Interchanges

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRICTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 16, 1979, I approve the revised preliminary engineering costs to a TEC of $532,000 with Federal participation limited to $456,452. (Increase $32,000 - Federal Funds $27,455.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-79	D K Hassmer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

July 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. U-168
Project No. U-F-79(2)
Denny Road, Int. & Allen Blvd. Int.
Washington County

I hereby request your approval of a minor program change, based on the attached justification dated 7-12-79 for additional preliminary engineering expenditures of $32,000.00 with $27,455.00 in federal funds.

RHZ:fkc
Attachment

cc: F. E. Terpin

10262

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-79(6)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90255

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info | Init. | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Primary 79	Secondary 144

GENERAL LOCATION:
Allen Blvd. Interchange Section

GENERAL DESCRIPTION OF WORK:
Channelization, Illumination, Structure, and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 10, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,900,000 - Federal Funds $5,865,000 (per advice dated July 5, 1979).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1026

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 10, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90255
Project No. IX-79(6)
Allen Blvd. Interchange
Washington County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (88.15%)	$6,271,160
State Funds	843,040
Total Cost	$7,114,200

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 11 '79
REFER TO
FOR
Info | Invss | R/D | D/R | Sign | Act | File

Form 734-3122

July 3, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of June.

Project	Work	Funds		
		Federal	State	Local
1) SW Hall Blvd.-SW Oak St. Sec.	Const.	$ 638,350	$ 67,590	$ 45,060
2) N Main Ave.-Bull Run Rd. Sec.	Const.	1,477,200	156,420	104,280
3) Allen Blvd. Intchge Sec.	Const.	3,865,000	1,035,000	---
4) Hall Blvd. Channelization @ SPRR Xing Section	Const.	81,783	14,517	---

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of June.

Sincerely,

F. B. Klaboe
Director of Transportation

bc H. S. Coulter
L. W. Rullen
D. H. Moehring
R. N. Bothman

JLG:dmc fn

1026

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO:

July 2, 1979

David Astle
Assistant Public Utility Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1078
Crossing No. FD-754.60

Dear Dave:

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division for the authority, pursuant to ORS 763.040, to construct a separated crossing of S.W. Allen Avenue Blvd. and Southern Pacific Transportation Company, Tillamook Branch, in Beaverton, Washington County, Oregon.

It has been determined that as a part of the subject project it will be necessary to place a second track through the detour road and under the structure. This is necessary to get the switch of the siding out of the detour roadway.

Attached you will find twelve copies of drawings No. 30785 and 36 which revise the plans accordingly. Included are some changes in the clearance diagram on Sheet 30785.

Please amend our application by substituting these drawings for those that were originally submitted with the application.

Cordially,

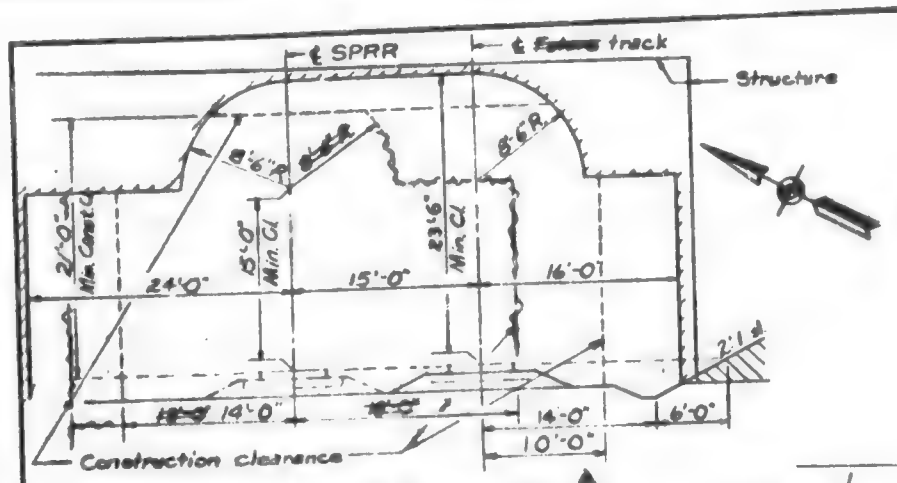
Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

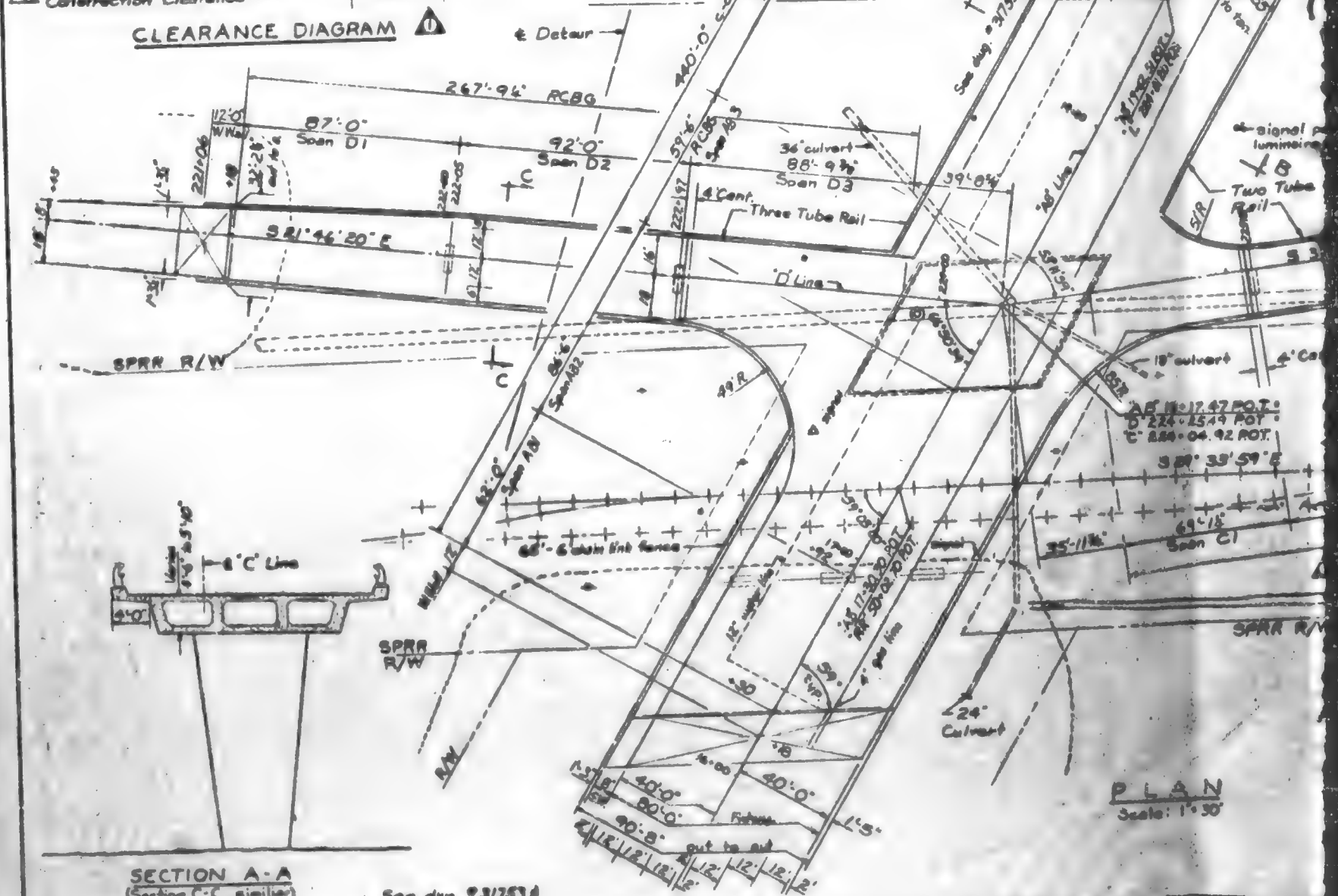
cc: H. S. Coulter w/att.
E. S. Hunter w/att.
W. J. Hart w/att.
E. L. Hardt w/att.
C. T. Keasey w/att.
D. E. Swan w/att.
J. L. Sollis w/att.

RECEIVED
STATE HWY ENGR
JUL 2-'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3123



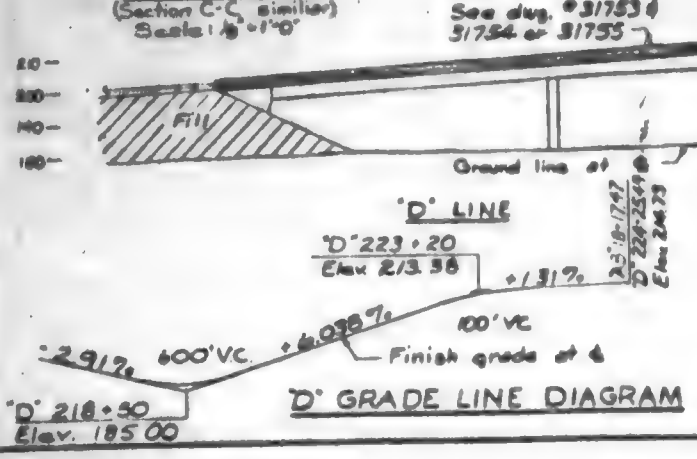
CLEARANCE DIAGRAM ①



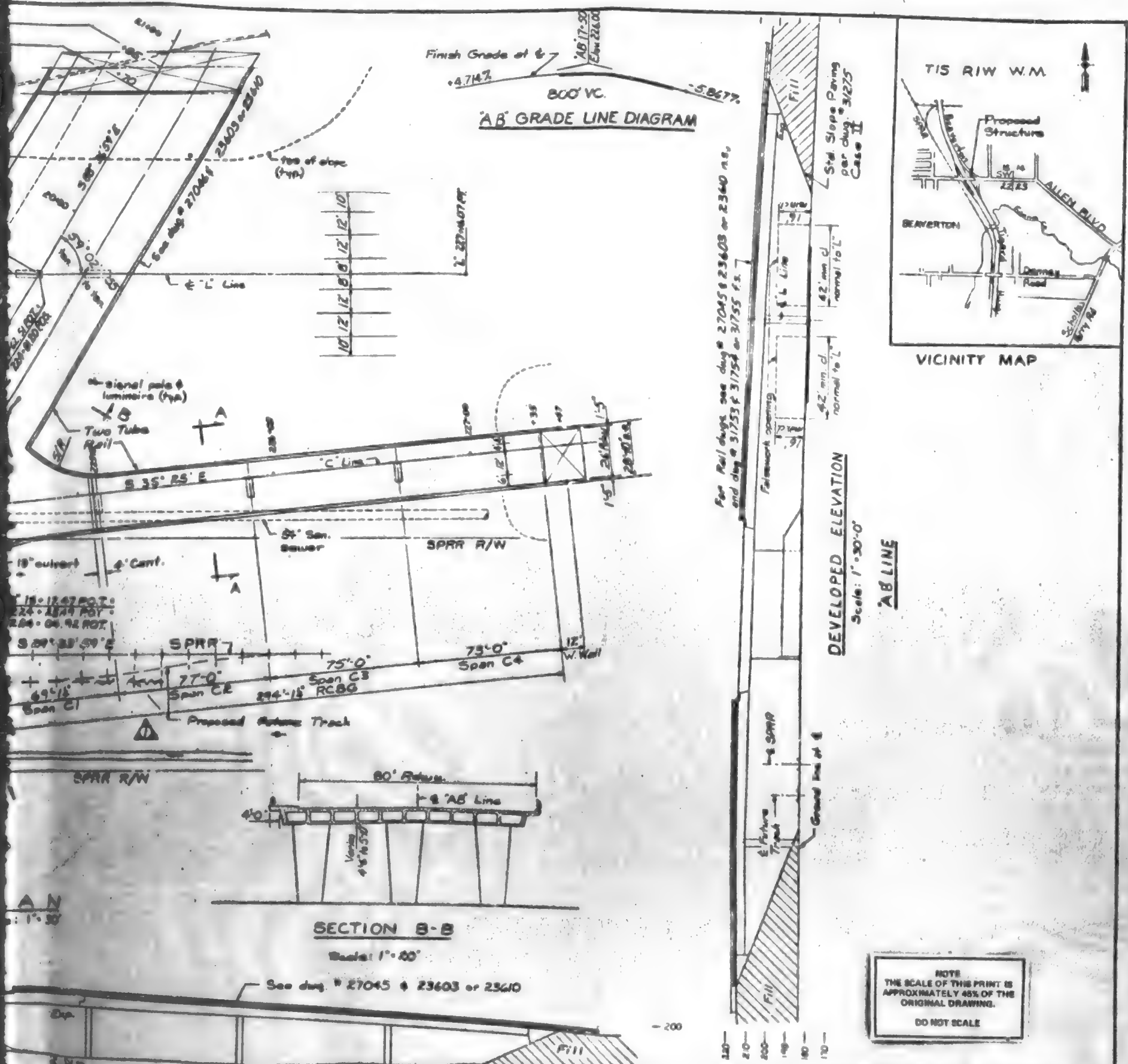
PLAN
Scale: 1" = 30'

SECTION A-A
(Section C-℄ similar)
Scale: 1" = 1'-0"

DEVELOPED ELEVATION
Scale: 1" = 30'-0"



"D" GRADE LINE DIAGRAM



⚠1 6-28-79 Clearance diagram Revised 12-6-78

APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

DESIGNED ... CHECKED ...

DRAWN GHB CAL. BOOK ...

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

ALLEN BOULEVARD INTERCHANGE

ALLEN BOULEVARD INTERCHANGE SECTION

BEAVERTON-TIGARD HWY, WASHINGTON CO.

PLAN AND ELEVATION

DATE 4-23-75 BRIDGE NO. 16134

ACCOMPANIED BY DWGS. ...

SHEET 1 OF 1

DRAWING NO. 30785

(1) Const. Detour
Remove Detour

(2) Const. R.R. Crossing — By Others
Inst. R.R. Signals

(3) Inst. Temp. Drainage Structures
(3A) 12" Culvert Pipe
(3B) 18" Culvert Pipe
(3C) 24" Culvert Pipe
Remove Temp. Drainage Structures

(4) R.R. Track To Be Relocated (By Others) (1)

T.1S., R.1E.

"TD" 12° C.L. Δ 22° 25'51" T 94.67' L 186.92'

"TD" 12° C.R. Δ 17°19'30" T 72.74' L 144.38'

"TD" 0+00.10 P.C.

"TD" 1+87.02 P.T.

"TD" 2+47.52 P.C.

"FRL" 4+73.12 P.T.

"TD" 3+91.90 P.T.

"FRL" 5+07.23 P.O.T.

"TD" 6+34.67 P.O.T. (6' RH.)

"TD" 6+55.65 P.C.

"TD" 12° C.L. Δ 7°30'00" T 32.83' L 65.55

"TD" 7+21.20 P.T.

SW. LEE AVE.

"TD" LINE

"FRL" LINE

15' R

N. 88°57'10"

N. 86°16'40

4" Gas

12" Water

24"

S. 88°36'59" E

Sewer Pumping Station

"TD" 0+00
"AB" 8+61.82 P.O.T.

SW. ALICE ST.

SW. KING BLVD.

SW. 112th AVE

ALLEN BLVD

200

190

180

170

194.19

182.54

-1.59

No V.C.

-1.27

Subgrade

-.59

20' Rdwy

Profile Grade ℄

Exc. 1081

T. 1S., R. 1E., W.M.

ALLEN BLVD. INTCHGE. SEC.
BEAVERTON - TIGARD HIGHWAY
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			36 / See Index

"TD" 12° C.R. Δ 34°02'21" T 146.15' L 283.66'

"TD" 12° C.L. Δ 7°52'00" T 32.83' L 65.55'

"TD" 5° C.L Δ 21°04'00" T 213.07' L 421.3

"TD" 6+55.65 P.C.

"TD" 7+21.20 P.T.

"TD" 9+58.02 P.C.

"TD" 10+16.97 P.O.C.

"L" 222+68.82 P.O.S.T.

"TD" 12+41.68 P.T.

"TD" 14+58.87 P.C.

"TD" 18+80.20 P.T.

"AB" 26+93.20 P.O.T.

"A" LINE

"B" LINE

"C" LINE

"D" LINE

"FRR" LINE

"L" LINE

"AB" LINE

Sec. 15

Sec. 22

SW. 107th ST.

S.W. ALLEN BLVD

S. 88°36'59" E.

S. 67°32'59" E.

N. 86°16'40" E.

240' Taper

12" Water

8" San.

15" San.

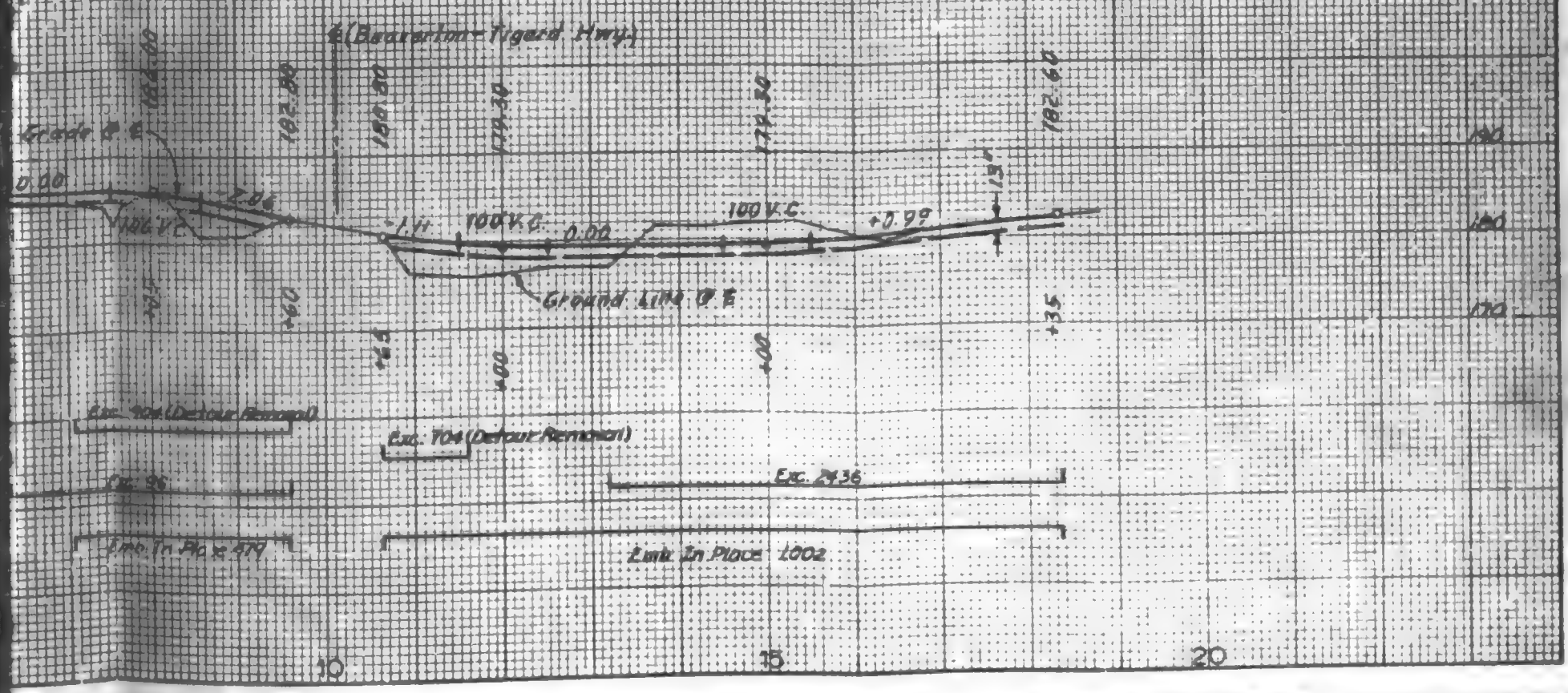
4" Gas

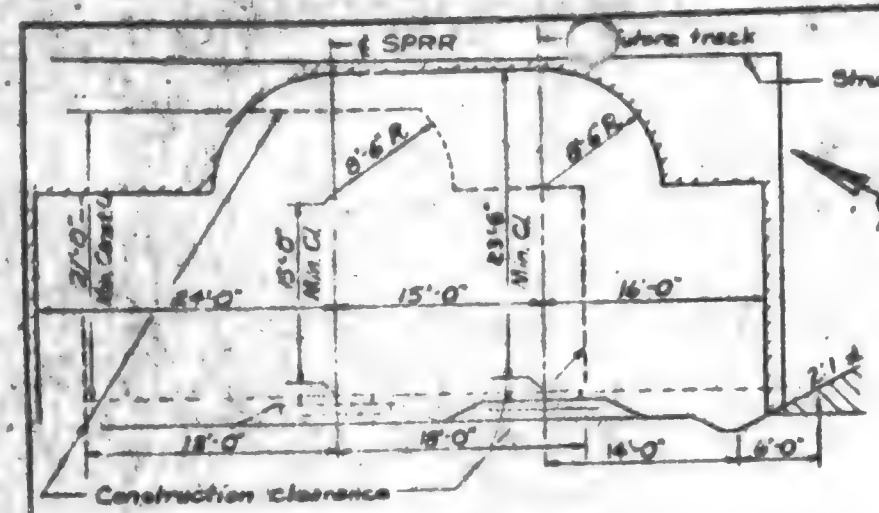
Southern Pacific R.R.

ing Station

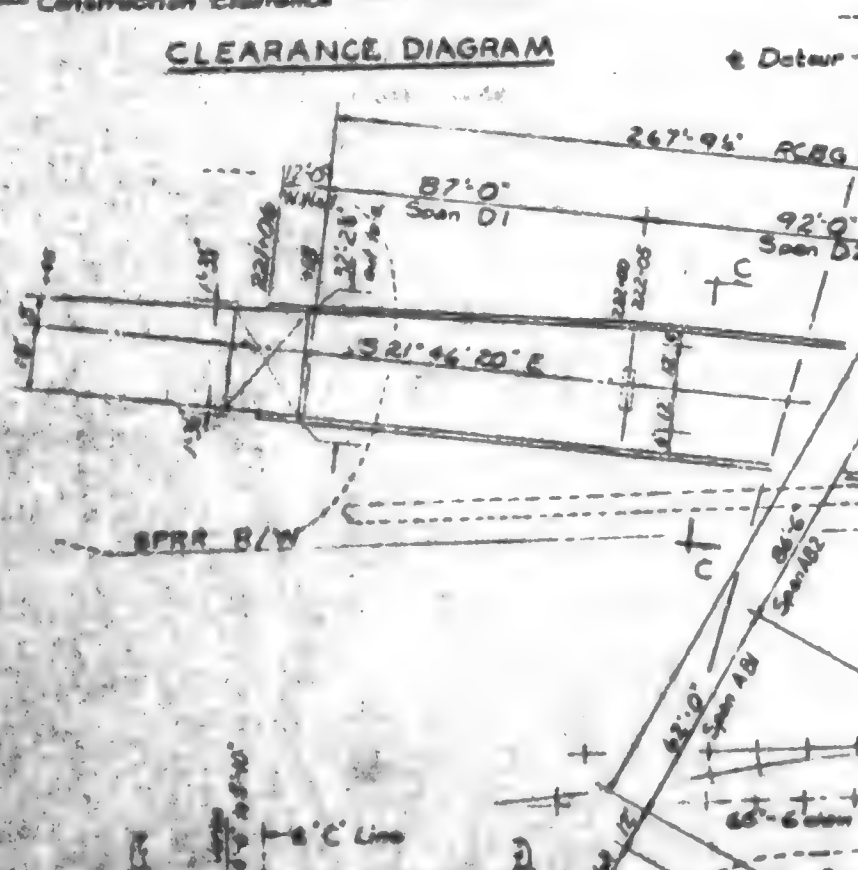
N BLVD. DETOUR

1 6-28-79 RR Track Relocation





CLEARANCE DIAGRAM



PLAN
Scale 1" = 30'

SECTION A-A
(Section C-C, elevation)
See dwg. # 31753 & 31754 or 31755

'D' LINE
'D' 223+20
Elev 213.98
+1.91%
100' VC
-2.91%
600' VC
+0.98%
Finish grade at ℄
'D' 218+50
Elev 192.00
'D' GRADE LINE DIAGRAM

DEVELOPED ELEVATION
Scale 1" = 30'-0"

Finish Grade at ℄
-4.71%
800' VC.
-6.86%
"AB" GRADE LINE DIAGRAM

T13 R1W W.M.
VICINITY MAP

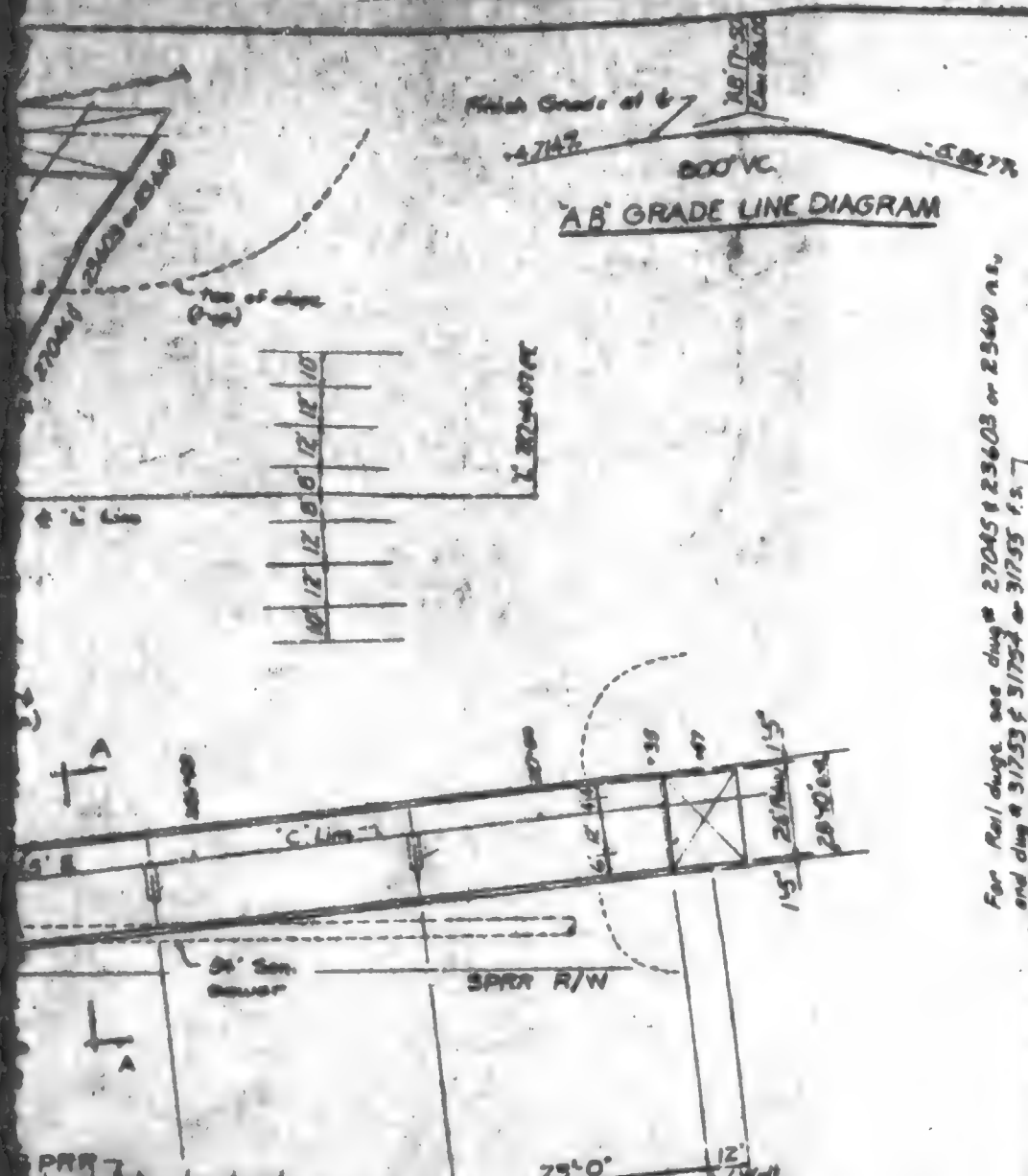
Fill
Std Slope Paving per dwg. # 3275 Case II
42" min. cl normal to ℄
Pavement opening
For Rail dwgs. see dwg # 27045 & 23603 or 2340 a.a.
and dwg # 31752 & 31753 a.a.
DEVELOPED ELEVATION
Scale: 1"=30'-0"
"AB" LINE

Signal pole & luminaire (typ.)
Two Tube Rail
℄ Line
S 35° 55' E
6'-12"
25'-10"
1.5%
28'-10" out to out
51" San. Sewer
SPRR R/W
10" culvert
4' Cont.
"AB" 18°-17'-27" P.O.T. =
D 22A - 25'-9" POT =
C" 2.89 - 0A 42 POT
S 09° 39' 59" E
SPRR
69'-1½" Span C1
27'-0" Span C2
75'-0" Span C3
73'-0" Span C4
12" W. Wall
246'-1½" RCBG
Proposed Future Track
SPRR R/W

80' Return
℄ "AB" Line
4'-0"
Typ. 4 @ 5'-3"
PLAN
Scale: 1"=30'
SECTION B-B
Scale: 1"=20'
See dwg # 27045 & 23603 or 2340
Fill
-2.00%
100' VC
Finish Grade at ℄
"C" LINE
"C" GRADE LINE DIAGRAM
Revised 12-6-78

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ALLEN BOULEVARD INTERCHANGE
ALLEN BOULEVARD INTERCHANGE SE
BEAVERTON-TIGARD HWY. WASHINGTO
PLAN AND ELEVATION
dwg. 4-23-79 contract no. 16136
ACCOMPANIED BY
Designed
Detailed SHR
Quantities
Checked

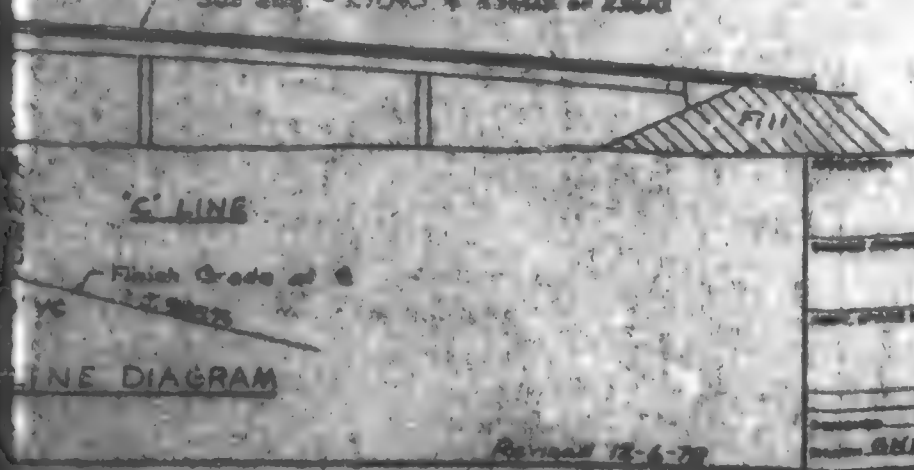
"AB" GRADE LINE DIAGRAM



SECTION B-B

Scale: 1"=20'

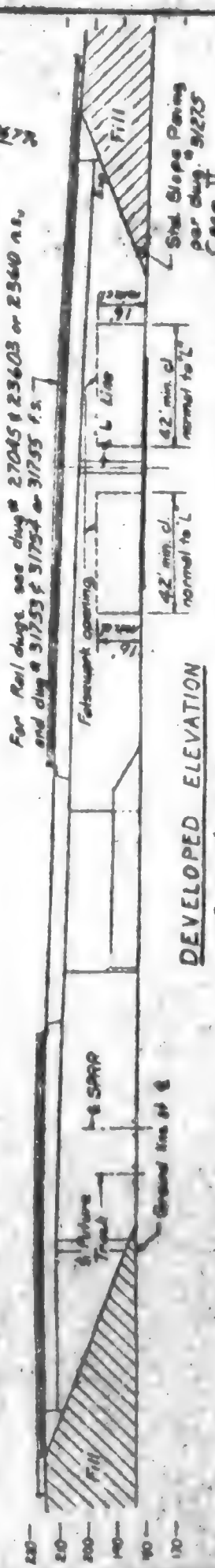
"C" LINE



LINE DIAGRAM

Revised 12-6-72

For Rail dwgs. see dwg # 27045 & 23603 or 23610 and dwg # 31753 & 31754 or 31755 f.s.



DEVELOPED ELEVATION

Scale: 1"=30'-0"

"AB" LINE

VICINITY MAP

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

ALLEN BOULEVARD INTERCHANGE

ALLEN BOULEVARD INTERCHANGE SECTION
BEAVERTON-TIGARD HWY. WASHINGTON CO.

PLAN AND ELEVATION

DRAWING NO. 30785

ROW 18-2

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1979

In Reply Refer to
File No.:

David Astle
Asst. Public Utility Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

NOTED
E. S. HUNTER

Crossing No. FD-754.60

Dear Mr. Astle:

Enclosed is an original and ten (10) copies of the application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon the Southern Pacific Transportation Company; one copy for service upon the City of Beaverton, Washington County, Northwest Natural Gas Company, General Telephone of the Northwest, Inc., and Portland General Electric; three copies are for use by your office.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
cc: H. S. Coulter w/copy
E. S. Hunter w/copy
W. J. Hart w/copy
E. L. Hardt w/copy
C. T. Keasey w/copy
D. E. Swan w/copy
J. L. Sollis w/copy

RECEIVED
TECHNICAL SERVICES
MAR 7'79
REFER TO
FOR
Info | Issue | R/D | S/R | Sign | Ret | File

Form 734-3122

CTION 15

"A" Line

"D" Line

300' V.C.

Albert Ave. & Lane Parallel

T. 1S., R. 1 W. W.M. SECTION 22

VICINITY MAP & PRO

STRUCTURE OVER S.P.R.R. & HIGH

BEAVERTON – TIGARD HIGH

ALLEN AVENUE INTERCHAN

J.W. Cockell Res. Engr. [illegible]

PREFIX 134-1965

PLAN SCALE 1" = 80'

"B" Line

"C" Line

Beaverton – Tigard Hwy.

Proposed Future Track

S.P.R.R. Rt. of Way

Structure

Interchange Ramp Structure

Railroad Tracks Measured Top Rail

Scale 1" = 5' Hor. & Ver.

Ck. Rail

Ck. Rail

T. 1S., R. 1W. W.M. SECTION 22

VICINITY MAP & PROFILE

STRUCTURE OVER S.P.R.R. & HIGHWAY-217

BEAVERTON – TIGARD HIGHWAY

ALLEN AVENUE INTERCHANGE

J.W. Cockell Div. Engr. Sept. 1973

PREFIX 134-1965

PLAN SCALE 1"=60'

"B" Line

"C" Line

"C" Line P.C.C.

Beaverton – Tigard Hwy

S.P.R.R. R/W

Proposed Future Roadway

Structure

Interchange Ramp Structure

Ck. Rail

Rail

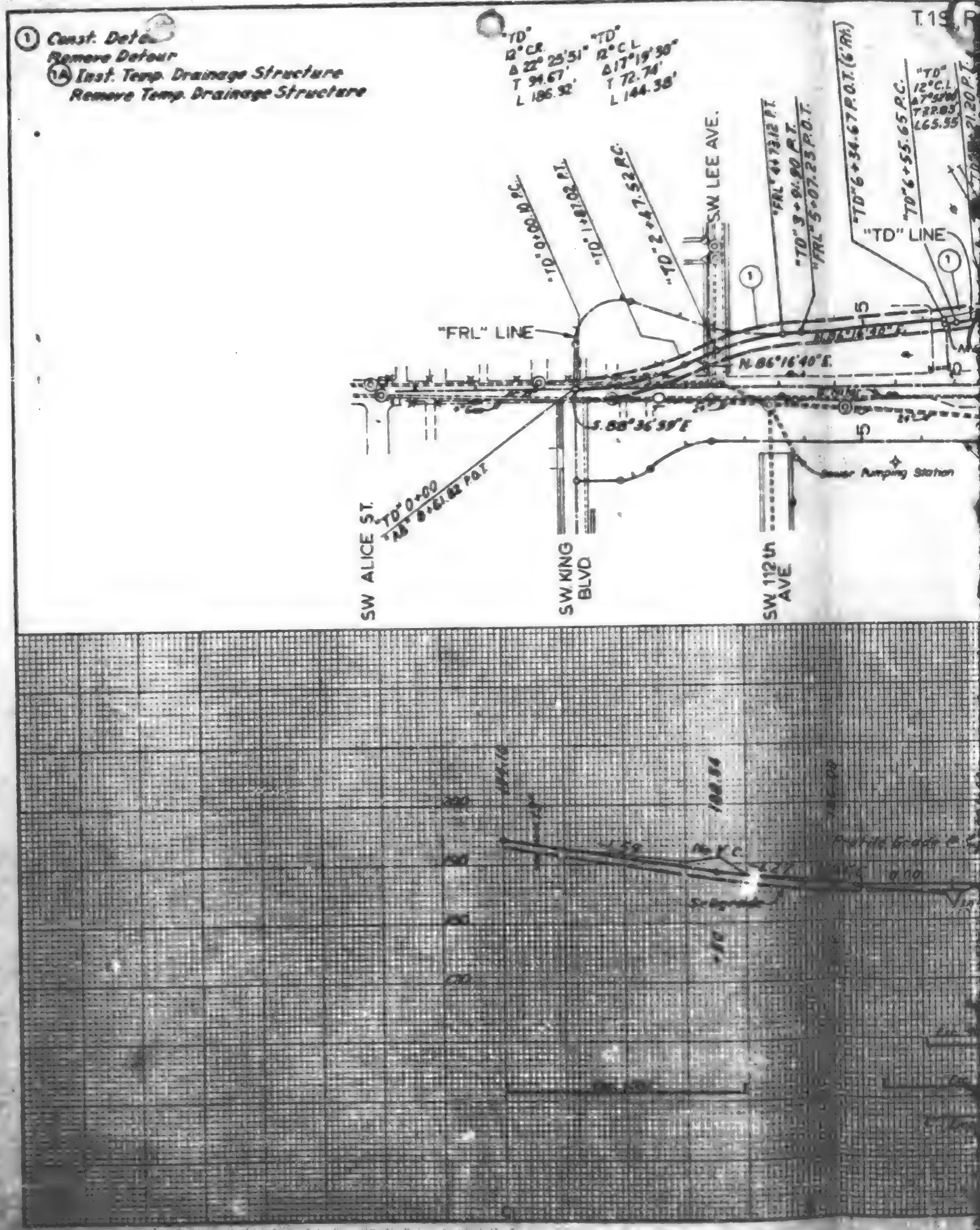
Railroad Profile Measured Top Rail

Scale 1" = 5' Vert. & 50' Horiz.

Br. 14134

Dwg. 29351

(1) Const. Detail
Remove Detour
(1A) Inst. Temp. Drainage Structure
Remove Temp. Drainage Structure



ALLEN BLVD. INTCHGE. S...
BEAVERTON-TIGARD HIGHWA...
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	
10	OREGON		

T. 1S., R. 1E., W.M.

"TD" 12° C.R Δ 34°02'21" T 146.15' L 283.66'

"TD" 5° C.L Δ 21°04'00" T 213.07' L 422.73'

"TD" 12° C.L Δ 7°58'00" T 82.85' L 165.55'

"TD" 6+34.67 P.O.T. (6' Rt.)

"TD" 6+55.65 P.C.

"TD" 7+21.20 P.T.

"FRL" 4+73.12 P.T.

"TD" 3+91.80 P.T.

"FRL" 5+07.23 P.O.T.

"TD" 5+50.02 P.C.

"TD" 10+16.91 P.O.C.

"TD" 12+41.68 P.T.

"TD" 14+58.87 P.C.

"TD" 18+81.60 P.T.

"TD" 18+93.20 P.O.T.

"TD" LINE

"D" LINE

"A" LINE

"AB" LINE

"B" LINE

"C" LINE

"L" LINE

"FRR" LINE

SW. 107th ST.

SW 112th AVE

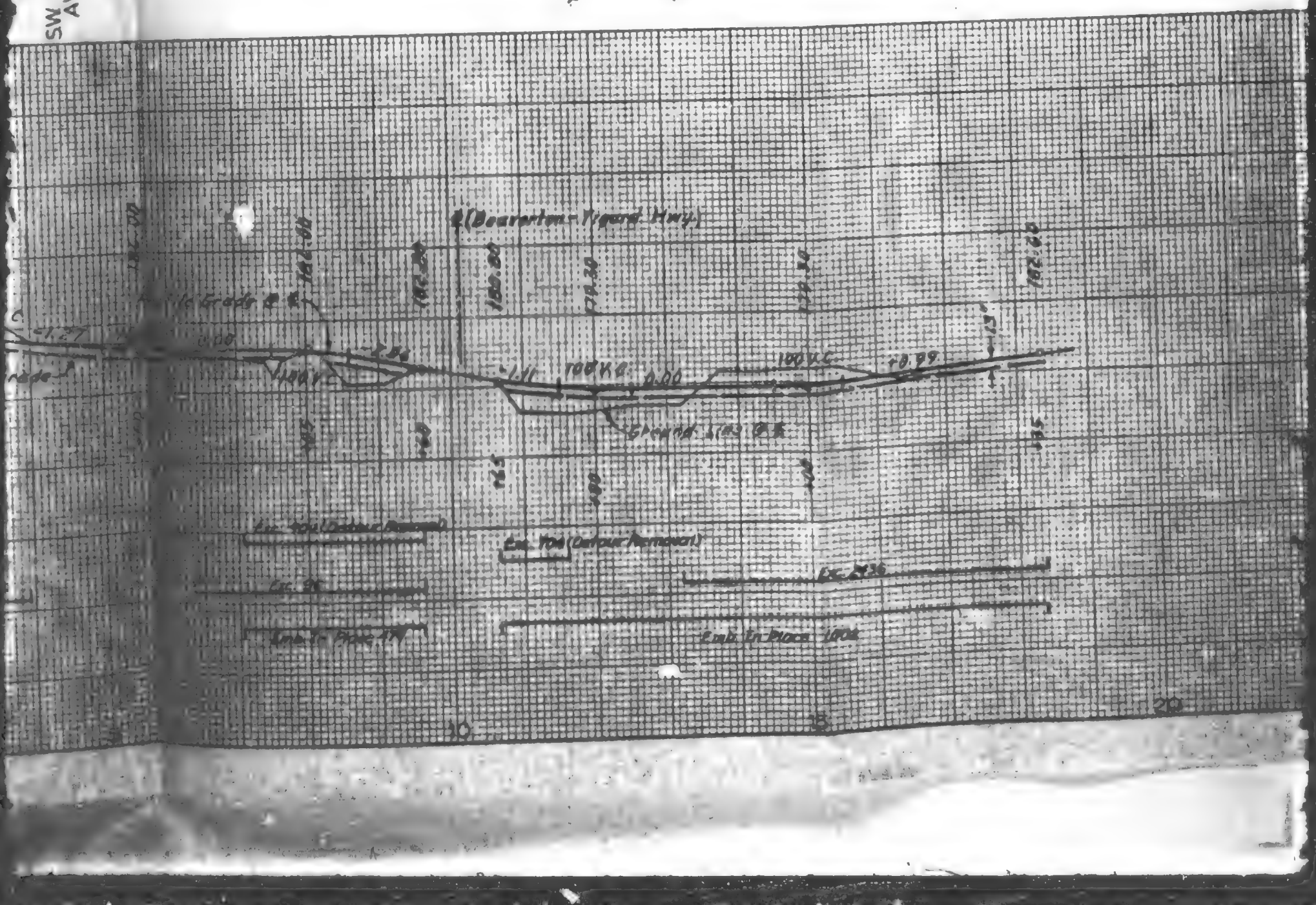
Sewer Pumping Station

Southern Pacific R.R.

N. 86°16'40" E.

S. 67°32'55" E.

Sec.



T. 1S., R. 1E., W.M.

ALLEN BLVD. INTCHGE. SEC. BEAVERTON-TIGARD HIGHWAY WASHINGTON COUNTY				SHEET No. 3G
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

"TD" 12° C.R. Δ 34°02'21" T 146.15' L 283.66'

"TD" 5° C.L. Δ 21°04'00" T 213.07' L 422.73'

"TB" 12° C.L. Δ 7°58'00" T 83.85' L 165.55'

"TD" 1+21.02 P.T.

"TD" 7+10.87 P.C.

"TD" 9+58.02 P.C.

"TD" 10+16.97 P.R.C.

"TD" 12+22.72 68.82 P.O.S.T.

"TD" 12+41.68 P.T.

"TD" 14+58.87 P.C.

"TD" 18+81.60 P.T.

"AB" 26+93.20 P.O.T.

"D" LINE

"A" LINE

"L" LINE

"C" LINE

"B" LINE

"AB" LINE

"FRR" LINE

S. 67°32'59" E.

N. 86°16'40" E.

S. 88°36'59" E.

SW. 107th ST.

SW ALLEN BLVD

Sec. 15

Sec. 22

Southern Pacific R.R.

Station

8" San.

12" Water

24" Conc.

3" Conc.

℄ (Beaverton-Tigard Hwy.)

100' V.C. 0.00 100' V.C. +0.99

Ground Line @ ℄

Exc. 704 (Compact Pavement)

Exc. 536

Emb. in Place 1004

PUC Docket No. SXF _____

PUC Crossing No. FD-754.60

DOT-AAR Crossing No. 749 207 E

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of The State of Oregon, by and through its (name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 040 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of S.W. Allen Boulevard (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Tillamook Branch (name of railroad main or branch line or other trackage)

in (in/near) Beaverton (name of city/town/rail station), Washington (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*

Federal Aid Highway Act of 1978

☐ Other Federal funds.*

_____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

RECEIVED
TECHNICAL SERVICES
MAR 8 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sig. | Act | File

Title Page

PUC Form 202 (31) 10-77
Replaces AX-1/75

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) X Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) _____

_____

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

_____ If no, why not? _____
(yes/no)

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: Transportation Building, Salem, OR 97310

2. Statutory authority under which this application is made: ORS 763. 040 (020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost SP- 754.60

   City Beaverton

   Nearest railroad station Berburg

   County Washington

   The proposed project is to be in the SW 1/4 of the SE 1/4 of Section 15, Township 1S, Range 1W, W. M.

4. Name of public highway involved in this project:

   Beaverton-Tigard Highway

   Name of public authority with jurisdiction over this highway:

   Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Company,

   Tillamook Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. City of Beaverton
   b. Washington County
   c. Northwest Natural Gas Company
   d. General Telephone of the Northwest, Inc.
   e. Southern Pacific Transportation Company
   f. Portland General Electric

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

An interchange structure will be constructed to carry Allen Blvd. traffic over the Southern Pacific Railroad tracks and over the Beaverton-Tigard Highway. One-way ramps paralleling the railroad will be an integral part of the new structure.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? The Beaverton-Tigard Highway was designed as a four-lane expressway with separate crossings. Allen Blvd. is the last remaining crossing to be separated. Public safety and convenience will be improved by this project.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

____ (yes/no) If no, why not?

11. Physical description of the crossing:

a. The Highway (Detour)

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

The project requires a detour road with a grade crossing at RR MP 754.630 (160' north of the existing Allen Blvd. crossing). No crossing exists at the location of the detour so no description of previous alignment is possible. The detour alignment is shown on Dwg. 3(

(2) *Width--The highway is 0 (detour) feet wide at the crossing at present; after completion of the project, it will be 42 (detour) feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present--			After completion--		
Shoulder** of	0	feet	Shoulder of	0	feet
0 lane(s) at	0	ft. ea.	1 lane(s) at	12	ft. ea.
Median of	0	feet	Median of	0	feet
0 lane(s) at	0	ft. ea.	2 lane(s) at	12	ft. ea.
Shoulder of	0	feet	Shoulder of	0-12	feet

* Measurement of highway width should be along a line perpendicular to the highway.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

	At present:	After completion:
(3) Surface--		
Type of surface on traveled way:		
on approaches	--	Asphaltic concrete
at crossing	--	A.C.
Type of surface on shoulders;	--	A.C.
Condition of surface:		
on approaches	--	New
at crossing	--	New
Is the highway curbed on the approaches?	--	No
Is there one or more sidewalks at this crossing?	--	No

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

	At present:	After completion:
(4) Gradient, going toward crossing on--		
E (N or E) approach	± -- %	± 2.06 %
W (S or W) approach	± -- %	± 0.0 %

(5) Nearest public roadway intersection on each approach--

(a) E (N or E) approach: 215 ft; ADT 35,800 (1977)

(b) W (S or W) approach: 800 ft; ADT _____

Name of road or highway:

(a) Beaverton-Tigard Highway

(b) S.W. King Blvd.

Public authority with jurisdiction over road or highway:

(a) Oregon Department of Transportation, Highway Division

(b) ODOT, Highway Division during construction

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) Yes (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

The existing signal at the intersection of Allen Blvd. and the Beaverton-Tigard Highway will be moved to the detour location and interconnected with the relocated grade crossing flashinging light-gate signals.

(6) Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

See above.

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	2	2

Name of each track from N (N or E) to S (S or W):

Southern Pacific Transportation Co., Tillamook Branch. Spur track begins at the southerly edge of the detour.

(2) Angle of intersection-- -- ° 72 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Railroad on tangent with bearing N29°33'59" W. Spur track parallel to mainline except at connection.

11.b. (Continued)

	At present:	After completion:
(4) Nearest switch--		
____ (N or E) of crossing:	-- ft.	____ ft.
S (S or W) of crossing:	-- ft.	25 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: -- ; After completion: 16400 (detour) ;

Expected 5 years from completion: -- .

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion:
300 ft. from crossing on E (N or E) approach:	-- mph	25 (detour) mph
on W (S or W) approach:	-- mph	25 mph
At crossing:	-- mph	25 mph
Posted speed limit on approaches:	-- mph	25 mph
(3) Direction of traffic flow:	-- (N & S, etc.)	E & W

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	8	8
Switching movements:	none	none
Passenger trains:	none	none

(2) Speed of trains--		
Maximum allowable:	20 mph	20 mph
Typical:	20 mph	20 mph
Slowest Normal:	10 mph	10 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

* a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
____ (N or E) approach:	____ ft. to right; ____ ft. to left
____ (S or W) approach:	____ ft. to right; ____ ft. to left

13.a. (Continued)

* (2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

_____ approach: _____ ft. to right; _____ ft. to left
(N or E)

_____ approach: _____ ft. to right; _____ ft. to left
(S or W)

*Sight distance will vary according to falsework used by contractor.

If these sight distances will be changed on completion of the project, please explain below:

Upon completion of project, the detour crossing will be eliminated. The Hwy.Div. will remove the approaches and the S.P.Trans.Co. will remove the crossing proper. All costs incurred will be borne by ODOT, Hwy.Div.

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

Yes (yes/no) If yes, please explain by what and at what point it will be obstructed:

Approaching from the east motorists must negotiate reversing 5° and 12° curves. At the end of the curve is the Beaverton-Tigard Hwy. Between the highway and the railroad will be an elevated ramp structure.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

Detour does not include a parking lane. Contractor will be required by specifications to maintain the safety and convenience of the motoring public.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
*Standard No. 4, automatic gate signal
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
**Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guard rail
Non-mountable curb
**Traffic signals at adjacent intersection
Track circuitry to interconnect crossing signals with traffic signals at adjacent intersection
Traffic signals at crossing

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: The signals to be utilized on the detour are the existing signals at the crossing.

Number of such devices: _____; To be located as follows: Signals will be relocated in the same relative position as the existing signals are on the existing roadway.

(1) Who will perform the installation: Southern Pacific Trans. Co.

(2) Estimated cost of installation: $6,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Trans.,Hwy.Div.	100

(4) Who will maintain these devices? Southern Pacific Trans. Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific TRans. Co.	100

*** Include cost of furnishing the protective device(s).

14. (Continued)

b. Protection type: Advance Warning Signs & Advanced Warning Pavement Markers

Number of such devices: _____ ; To be located as follows: On the detour road.

(1) Who will perform the installation? Oregon Dept. of Trans., Hwy Div.

(2) Estimated cost of installation: $_____ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Trans., Hwy. Div.	100

(4) Who will maintain these devices? ODOT Hwy. Div.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
ODOT, Hwy. Div.	100

c. Protection type: _____

Number of such devices: _____; To be located as follows: _____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

Estimated cost of this portion: $3,000

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ODOT, Hwy. Div.

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon Department of Transportation, 100%

b. Remainder of crossing area: ODOT, Hwy. Div. 100%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

_____ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

20. (Continued)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____ (yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

Oregon Department of Transportation, Highway Division

22. Who will pay for such construction?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	Flat Rate of $33,360
Oregon Dept. of Trans., Hwy. Div.	Remainder of cost

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Dept. of Trans., Hwy. Div.

b. All highway appurtenances: Ore. Dept. of Trans., Hwy. Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Ore. Dept. of Trans., Hwy. Div.

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific TRans. Co.

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Ore. Dept. of Trans., Hwy. Div.

b. All highway appurtenances: Ore. Dept. of Trans., Hwy. Div.

c. Above the bottom of the beams plus the beam-bearing assemblies:

Ore. Dept. of Trans., Hwy. Div..

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transp. Co.

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Ore. Dept. of Trans., Hwy. Div.

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

26. (Continued)

If so, describe (and attach complete drawing): An impaired vertical clearance of 21'-0" will be required during construction to allow for false-work. See plan and elevation drawing 30785.

27. Is a temporary crossing at grade necessary during the construction period? Yes (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: 754.630.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

18 months

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A -- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

30. (Continued)

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

_____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maintain the barricades, if any, at the closed crossing?

_____

38. Who will pay for said maintenance? _____

_____

SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: _____

_____

_____

39.. (Continued)

If no, explain why not: None in the area

40. Other items of construction and cost distribution:

* * * \

June 15, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Suite 100, The Equitable Center
530 Center Street, N.E.
Salem, Oregon 97310

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	Funds Federal	Funds State
Allen Blvd. Intchge. Sec.	Const.	$ 6,866,000	$ 1,035,000

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klobee
Director of Transportation

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
R. H. Bothman
JLG:dac fn

1026

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Asst. State Highway Engineer

FROM: Walter J. Hart
Bridge Engineer

DATE: June 12, 1979

SUBJECT:
Allen Blvd. Intch. Sec.
Beavertor-Tigard Highway
Washington County
Bridge 16134

The current estimate for this section is $6,900,000. The breakdown of prices is as follows:

Grading & drainage	$1,400,000
Surfacing	500,000
Extra Work	
Striping	2,500
RR signals	35,000
Traffic signals	200,000
Signing	75,000
Temp illumination	30,000
Permanent illumination	120,000
Structure	3,400,000
	$5,762,500
+20% for E & C	1,137,500
	$6,900,000

JMT:dh

cc E. S. Hunter
J. H. Versteeg
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
JUN 13 '79
REFER TO
FOR
Info | Init | R/D | D/R | Staff | Mail | File

81-125-1267

9026

May 18, 1979

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Susanne Heimbigner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2223

Gentlemen:

Attached for your files is a fully executed copy of a letter-form agreement covering installation of emergency vehicle pre-emption devices on traffic signals at the Allan Boulevard Interchange Section of the Beaverton-Tigard Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Reed
COMMISSION SERVICES

Sbm

Att.

cc Gerald Wimer (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition:

Number	Name	Consideration
50368	Masson, John A.	Gratis
50521	Bruckner, Allen D. & Sandra L.	Gratis

(2) Grant of farm access in place of farm crossing to Harold A. Langdon at Stations 640+30 and 648+10 on the easterly side of the Wilsonville-Hubbard Highway in Clackamas County. File 43369.

(3) Grant use of aqua-culture purposes to Oleta A. Walker at the existing access at Station 710+25 on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County. File 27550.

(4) Renewal of an agreement with the Deschutes National Forest, U. S. Forest Service, to operate and maintain the Lava River Caves State Park, Deschutes County, during the period from May 1 to October 6, 1979. In addition to operating and maintaining the park, the Forest Service has trained personnel who will be able to provide interpretive services that would not be provided otherwise. The State will pay an amount not to exceed $2,500 for these services. (Parks Branch)

[redacted] Letter-form agreement with City of Beaverton covering installation of emergency vehicle pre-emption devices on traffic signals at the Allen Boulevard Interchange Section of the Beaverton-Tigard Highway. Federal Aid Funds are to be used with the State and City each providing one-half of the required matching monies. (Local Government)

(6) Four agreements with Oregon Educational and Public Broadcasting Service relating to their utilization of our communication facilities on Buck Mountain in Lane County, Cabbage Hill in Umatilla County, Lone Pine Hill near Baker in Baker County, and Mt. Hebo in Tillamook County. The agreements set forth the responsibilities of the parties and are part of a continuing effort of cooperation between the State Board of Higher Education and the Highway Division. (Radio Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

APPROVED
STATE HIGHWAY ENGINEER
5-7-79

Dated this 10 day of May, 1979

Michael P. Ullern, Vice Chairman, Transportation

9026

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: May 18, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project UF-79(2)
Allen Avenue Interchange
Beaverton-Tigard Highway
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Reference is made to Mr. Hart's letter of May 10, 1979, on the Allen Avenue Interchange. We agree that the softer material extends to a slightly greater depth than that in the Denny Road Interchange. The test pile lengths you propose will be acceptable, but we request that you carefully log the driving resistance at the 30-ft. depth for comparison purposes. If extremely high test loads are obtained on the 35-ft. test pile, you should reevaluate your testing program.

A safety factor of 2.5 rather than 2.0 is very conservative, particularly when we are performing at least two test loads. We will accept a safety factor of 2.0. We request that you reconsider your decision.

For S. L. Green

cc:
OSHD (E S Hunter)
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAY 22 79
REFER TO
FOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 10, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. N.E.
Salem OR 97301

Pile Load Tests
Allen Boulevard Interchange
Beaverton-Tigard Highway
Washington County
Bridge 16134

We have reviewed Mr. Chassie's comments and suggestions on the proposed pile load tests on this project.

Although foundation materials at Allen Boulevard are considered almost identical in composition to those encountered at Denny Road Interchange, soft upper material extends to somewhat greater depth at the Allen Boulevard location. Where a 30-foot pile length proved to be satisfactory at Denny Road Interchange, a 40- to 45-foot length has been estimated to provide a similar bearing value at Allen Boulevard. The 35-foot and 45-foot lengths proposed for test piles would therefore cover this assumption.

The Quick-Load Test Method will be used to establish bearing values at this site. This method provides a reasonable but not precise indication of ultimate pile bearing values. For this reason, and to provide for probable variations in subsurface conditions throughout the area, a safety factor of 2.5 for assumed pile bearing values will be maintained.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc H. S. Coulter
E. S. Hunter

RECEIVED
STATE HWY ENGR
MAY 11 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122 (Rev. 7-77)

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

May 14, 1979

Guy C. Carr
13550 SW Davies Road
Beaverton, OR 97005

Dear Guy:

I appreciate the concern you and the members of the Chamber committee have about the adequacy of the Allen interchange design.

The Department of Transportation cannot dismiss the additional costs in right-of-way, construction and delay incurred by even the construction of a northbound loop. The signals on Allen at the west ramp terminals, King Street, and Western Avenue cannot accommodate the additional traffic.

The project was reviewed again with city officials and Mayor Nelson in light of both the interchange project and the development of Allen Boulevard. The current design proposal is compatible with both the freeway and Allen Boulevard development.

Thank you again for taking the time to write and for passing on Grace Bolton's regards.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bcc: Highway Division

GUY C. CARR
13550 SOUTHWEST DAVIES ROAD • BEAVERTON, OREGON 97005

April 25, 1979

2421

The Honorable Victor Atiyeh
Governor of the State of Oregon
State Capitol
Salem, Oregon 97310

Dear Vic:

I have given considerable thought to the copy of the letter you received from the Director of Transportation. I have also reviewed it with members of the Roads and Highways Committee of the Beaverton Area Chamber of Commerce.

We agree that the explanation of the Department's stand is what we have been hearing for months and years. It reflects a position adopted at the time of the original planning and never changed. As a group we were disappointed to find that nothing new has been incorporated in the Transportation Department's thinking.

Statistics can be quoted to support any argument, but the real facts are apparent to anyone who lives in this area. We are choking on traffic and if the Department persists in their shortsightedness our community could well come close to strangling of transportation blight. It is close to impossible for persons not coping with this situation daily to forecast accurately with tables and figures what we will experience here five years down the road.

I feel very strongly that people in this community ought to be able to have a voice in the future of their roads. If it is necessary I can probably within a week find several thousand other people ready to sign petitions that they feel the same way.

Let's take a lesson from the Banfield Expressway and the Minnesota Freeway, to name just two, both of which were obsolete before they were completed. For once let's look far enough ahead to get a structure

NOTED
F. B. KLABOE

that will do the job and not have to be torn down and rebuilt within a decade at even greater expense.

Director Klaboe expresses concern about land acquisition. The costs he has been given, and quotes, appear highly inflated not only to me but also to friends in real estate with whom I have talked. The land in question is on a flood plain, not suitable for development and subject to condemnation by the State at what should be a reasonable cost.

The ultimate that all of us here in the Beaverton area could hope for is a full cloverleaf at Allen and Highway 217. This would do the job for the foreseeable future and beyond. Barring this, citizens here would probably be willing to compromise with a loop for northbound traffic, the highest priority item. Now the question is: Will the Transportation Department doggedly maintain their flatfooted stance? Or will they also be willing to compromise?

Sincerely,

Guy C. Carr

RECEIVED
DOT DIRECTOR
MAY 3 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GUY C. CARR
13550 SOUTHWEST DAVIES ROAD • BEAVERTON, OREGON 97005

APR 27 1979

April 25, 1979

The Honorable Victor Atiyeh
Governor of the State of Oregon
State Capitol
Salem, Oregon 97310

Dear Vic:

We appreciate the personal interest you have taken in our cause and thank you for your efforts toward the best possible solution for our traffic problems.

Some time in the future when you have a few minutes in your busy schedule I'd like to talk to you about some ideas I have on the energy situation.

Grace Bolton was in Portland a week ago and we spent some time with her at a dinner party. She asked us to extend our best wishes to you.

Sincerely,

Guy C. Carr

Guy C. Carr

April 13, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyah:

We have re-reviewed the design of the proposed interchange connecting Allen Boulevard with Highway 217 in Beaverton. This interchange is designed as a standard diamond interchange. The structure over the freeway is designed to carry two through lanes each direction plus a left-turn lane in each direction. A traffic signal will be installed at each of the two ramp terminal connections to Allen Boulevard with separate left-turn phases to facilitate traffic traveling from Allen Boulevard to the freeway ramp entrances.

We have analyzed the traffic handling capabilities of this design with forecast travel demand based on population/employment forecast for the Beaverton area for the year 1996. In the year 1996, both ramp terminal intersections will operate about twelve percent better than the maximum traffic conditions considered tolerable for operation at these intersections. This condition would occur during the morning peak period. Less traffic demand is found at the east ramp terminal during the evening peak period in 1996, which is expected to operate nearly twenty percent better than the maximum tolerable volume.

The cost of the planned diamond is $5 million. The additional cost for a loop ramp in the southeast quadrant is $948,000 including $630,000 for additional property required. The additional cost cannot be justified when the diamond will operate satisfactorily. An estimate for a complete cloverleaf of four loops is $15,000,000. The high cost is due to the property required ($7.5 million) and for structures over the railroad.

Our conclusion, following this reevaluation of the traffic volumes, signals and other design factors, is that the diamond will operate adequately and that additional loops are not cost effective.

Sincerely,

F. B. Klaboe
Director of Transportation

RNB:HSC:po ji jv

bc: H. S. Coulter
R. N. Bothman

9026

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project US-466(-)
Allen Boulevard Interchange
Beaverton-Tigard Highway
Washington County

DATE: May 8, 1979

In reply refer to: HBR-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Wallace's revised foundation submittal on the Allen Blvd. Interchange, Bridge 16134. We are very pleased that you reviewed your foundation data in light of the results obtained at Denny Road Interchange, F-29(3). Considerable savings should be obtained from the pile test loading you propose.

We are attaching Mr. Chassie's May 4, 1979 memorandum to us on the subject. Please note on piling supported by pile test loads a safety factor of only 2 is recommended by FHWA. Mr. Chassie recommends test pile lengths of 25 to 35 ft. and we support this reduction. It is quite possible that the final length will be 30 ft. but you will never know if a shorter test pile is not utilized.

Please consider these comments.

For G. L. Green

Attachment

cc:
OSHD (W J Hart) w/attachment
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: May 4, 1979

In reply refer to: HED-010.8

SUBJECT: Oregon Project US-466(-)
Allen Boulevard Interchange
Beaverton - Tigard Highway
Washington County

FROM : Regional Geotechnical Engineer
Office of Environment and Design - Region 10

TO : Mr. G. L. Green
Division Administrator
Salem, Oregon
HBR-OR ATTN: Herb Schell

Per your request, I have reviewed the supplement to the State's 1975 Foundation Report on the Allen Boulevard Interchange Structure.

As you point out, it is very rewarding to note that the State has accepted our previous recommendation to conduct pile load tests on this project. Based on results of the pile load test conducted on the recent Denny Road project (which resulted in a net savings of approximately $40,000), the State estimates that a net savings between $73,000 and $114,000 may be achieved on the Allen Boulevard project, through the use of reduced pile lengths confirmed by load tests.

In my opinion, there is a good possibility an additional $20,000 to $40,000 could be saved by load testing piles 10 feet shorter than the lengths presently proposed by the State. To clarify, I offer the following comments for your consideration:

Proposed Load Test

The State presently proposes load testing both a 35 foot and a 45 foot long pile (12 inch square prestressed concrete) at each of two different footing locations (giving a total of four piles that will be load tested).

As pointed out in the State's revised foundation report, the foundation soils (stiff clays) appear to be almost identical with those at Denny Road. Therefore, it is reasonable to expect that pile capacities will be similar.

Two piles were tested at Denny Road. The test pile with an embedded length of 30 feet failed at an ultimate load of 180 tons. The second pile tested had an embedded length of 45 feet and did not fail when loaded to 200 tons, which was the maximum jacking capacity available.

RECEIVED
MAY 07 1979
OREGON DIVISION

FHWA recommends that a factor of safety of two be applied to the ultimate load determined from a load test to determine the safe allowable load. Applying a factor of safety greater that two is overly conservative. Applying a factor of safety of two to the 180 ton ultimate load for the 30 foot pile in the Denny Road test gives a 90 ton allowable load. Only 70 ton capacity piles were required for the project.

Since the 45 foot long pile at Denny Road was not failed, it's true capacity was not determined. Since the 30 foot pile provided more than the required design capacity (90 ton safe capacity versus 70 ton design load applied), the 45 foot pile was obviously longer than needed.

Since similar results to those obtained at Denny Road can be expected at Allen Boulevard, I feel there is a good possibility that piles approximately 30 feet long, and possibly less, will provide the desired 70 ton design capacity. Also, the most useful results are obtained from a load test when the piles can be tested to failure. It is unlikely the 45 foot pile at Allen Boulevard will fail, based on the Denny Road results.

I recommend, therefore, that the proposed test pile lengths be reduced to 25 feet and 35 feet (versus the presently proposed 35 foot and 45 foot lengths). An additional 5-10 foot reduction in pile length would provide an additional $20,000 to $40,000 cost savings over that presently anticipated by the State. Based on the Denny Road load test results, and the very similar soil conditions at Allen Boulevard, I feel there is an extremely good possibility this additional length reduction can be achieved.

Downdrag

I concur in the determination that pile downdrag will not be a problem at the abutments.

I recently checked with Oregon State Highway Department Region one soils personnel and they inform me that settlement of the Denny Road approach fills was complete in February, 1979. Fill construction was completed in December, 1978. The major portion of fill settlement occured, as we anticipated, during fill construction. Total fill settlement has been 5.5 inches, according to Region one soils personnel.

Please advise if there are questions on any of the above

Ronald G. Chassie

Ronald G. Chassie

cc: R. H. Tokerud (HBR-010)

9026

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

DATE: March 27, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: R. N. Bothman
Administrator

SUBJECT: Allen Boulevard Consultant Contract with CH2M/Hill Inc.

The attached letter agreement requests your acknowledgement and approval of a transfer of the consultant contract with CH2M/Hill Inc. to CH2M/Hill Northwest Inc.

I have checked this with Jack Sollis. He has indicated that you are the one to acknowledge and approve this transfer.

It is simply a matter of a change to the company structure, as indicated in the second paragraph, and should meet with your approval.

If you would approve and return, I'll get it back to CH2M/Hill.

RNB:ke

Attachment

RECEIVED
STATE HWY ENGR
MAR 28 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

3/30 orig agmt returned

CH2M HILL
engineers
planners
economists
scientists

Date: 12 March 1979
Project No.: P11392
P12232
Client No.: 6285
--

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Craig Markham, Project Coordinator

Subject: The Allen Boulevard Project agreement dated 10 October 1978 between the State of Oregon and CH2M HILL, INC.

CH2M HILL is completing its organizational restructuring along geographic lines in order to provide more effective service to its clients. Under this new structure our services will be performed by one of four "district" subsidiary companies established for this purpose. The restructuring will also provide a more logical grouping of corporate entities and simplify our accounting procedures, both of which should be of long-range benefit to you.

CH2M HILL, INC. intends to transfer the above described agreement to CH2M HILL NORTHWEST, INC., one of the aforementioned "district" companies, on March 31, 1979. CH2M HILL, INC., as the transferor will remain fully liable for and will guarantee the performance of the agreement by any and/or all of its subsidiary companies. This transfer will have no affect on CH2M HILL's handling of your project; our project personnel, schedules, ongoing procedures and relationships all will remain unchanged.

We are requesting that you signify your consent by signing in the space provided below and returning a signed copy to us by March 31, 1979.

CH2M HILL, INC.
By: William F. Johnson

CH2M HILL NORTHWEST, INC.
By: Wm R Gu

The assignment of the above noted agreements are hereby acknowledged and approved.

State of Oregon
By: H S Coulter
Date: 3/29/79

Portland Office
200 S.W. Market Street, 12th Floor, Portland, Oregon 97201 503/224-9190 Cable: CH2M HILL

4026

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Jack Sollis
Chief Counsel

DATE: March 1, 1979

FROM: R. W. Ellison
Assistant Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT:

S. W. Allen Blvd. O'xing SPRR
Allen Blvd. Section
Beaverton-Tigard Highway
Washington County
Bridge 16134
PUC Application

NOTED
E. S. HUNTER

Enclosed is a completed application for a PUC Permit for the subject project. Also enclosed are twenty prints each of Drawing 30785 (structure plan and elevation) and Drawings 29351 and 3G (vicinity map and profiles). Our Utilities Unit is sending copies of these drawings to the Southern Pacific Transportation Company for approval.

We plan to receive bids for this project in June, 1979.

Please make formal application for a PUC Permit for this structure.

RWE:smd

cc E. S. Hunter
E. L. Hardt /w/ encl.
R. Trygstad /w/ encl.

RECEIVED
TECHNICAL SERVICES
MAR 2'79
REFER TO
FOR
Info | Invest | R/D | C/R | Tech | Ltr | ...

81-128-1307

9026

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 24, 1978

FILE:
NOTED
H. S. COULTER

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Basis for Settlement
Grabhorn - File #49786

TO: Ken Rolfe
Region R/W Supervisor

I have reviewed the request of Mr. Alton Grabhorn for a 5 foot sewer easement to provide for drainage of his pond. I have attached a sketch showing what I believe is a solution to the problem and will recommend it, provided Mr. Hardt and Mr. Bothman agree to the solution.

After approval by them and assurance that it will work, the field conditions should be checked and determine if the 237+00 is adequate to drain the pipe or whether it should go further along our right-of-way. The property will be sold in the fee to Mr. Grabhorn in exchange for properties needed on Allen Interchange.

I have discussed this generally with Charles Mathias of the Federal Highway Administration if the property isn't actually needed it would appear to be a reasonable solution subject to his concurrence in the final documents.

JBB:lb

cc: H. S. Coulter w/map
R. N. Bothman "
E. Hardt "

RECEIVED
STATE HWY ENGR
NOV 24 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Southern Pacific Transportation Co.
765-294
Skyless Properties Corp.
999-615

G & H. Fry
728-613

W. Rex Demmy
157-197

A.F. Grabhorn
486-470

U.S. Bancorp Re

BLVD

11.7 Ac. ± Lt.

49778

49787

49777

49786

6.2 Ac. ± Lt.

0.23 Ac. ±

0.13 Ac. ±

2.6 Ac. ± Rt.

Set Pin

Temp Ease. Detour

600' Sp.
S = 3°00'
a = 0.1667

S 29°19'15" E
107.97'

S 47°31'36" E
257.25'

S 76°37'01" E
410.85'

S 88°36'59" E
864.27' (S 88°37'18" E 864.27' Exist'g)

300.07'

300'

300'

290'

232.08'

180'

230'

215'

20'

227+16.07 P.T. Bk. ± EQUA
227+17.58 P.O.T. Ah.

224+81.20 P.O.S.
+62.51 P.O.T.

70 Ac.
32861 (RA)
J.RW 26675
26-809

G.A. Bechto
364-424

oncorp Realty & Mortgage Trust
959-334

Nassman
:89-581

5.78 Ac. Lt.

1.9 Ac.

Set Pin

Deed RW 25
500-52

85'

235

+00

Set Pin

45'

100'

105'

S 29°33' E

230

I will recommend Sale of strip to Grasshorn or exchange for Hobratt & Bittners approx 3750 ± sq ft

235+03.49 P.S.

Jim Clarke?
@ 0.20 ac

EQUA.

Fd. ¾" I. Pin

N

G.A. Bechtold
364-424

+00

+50

Ease RW 25
508-20

200'

Boncorp Realty & Mortgage Trust
959-334

Nassman
:89-581

5.78 Ac. L.t.

③ 0.24 Ac.

00+

1.9 Ac.

Set Pin

① 32862
Deed RW 25177
500-520

RA

85'

+00
Set Pin

45'

100'

105'

29°33' E

235

230

I will recommend Sale of strip to Grasshorn or exchange of Hobart & Bittman approx 3750 sf

235+03.49 P.S.

Same Value?
is 0.20 ac
only to settle
case
amicably

EQUA.

Ah.

Fd. ⅝" I. Pin

CON 21-6
Beav. - Tgt.
Sep.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 20, 1978

FILE:

NOTED
H. S. COULTER

FROM: Rod Henry, Assistant
Right of Way Manager

TO: H. S. Coulter
State Highway Engineer

SUBJECT: File 49786 - Grabhorn
Allen Avenue Interchange Unit
Sunset Highway-Pacific Highway
Section
Beaverton-Tigard Highway
Washington County

Mr. Grabhorn called to discuss his request to install a drain pipe on the right-of-way near Allen Avenue. I have also talked with Bill Geibel and Ken Rolfe. Our consensus is that we should attempt to sell Mr. Grabhorn a permanent easement rather than grant a temporary permit.

Grabhorn seems to be receptive to this idea. Ken Rolfe will be in a position to begin negotiations with Mr. Grabhorn next week. We would like to keep the right-of-way negotiations and the easement request in one transaction.

RJH:jk
cc: Bill Geibel
Ken Rolfe

RECEIVED
STATE HWY ENGR
OCT 20 '78
REFER TO
FOR
Info | Invgs | R/D | D/R | Sign | Act | File

CON 21-6
Beaverton-
Tigard

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: October 11, 1978

TO: Rod Henry
Assistant Right of Way Manager

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Permit to handle drainage

Per our discussion, please let me know of any problems in granting a permit for a pipe on our right-of-way to handle the drainage on Mr. Al Grabhorn's property at the southeast corner of Allen Boulevard and Highway 217.

HSC:ia

81-125-1387

4026

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 29, 1978

FILE:

FROM: J. B. Boyd
Right of Way Manager

TO: Hal Versteeg
Head of Engineering

SUBJECT: File Nos. 49767, 49768 & 49769
Allen Avenue Interchange Project
Beaverton-Tigard Highway

Attached is a letter from Mr. Don Adams which you received a carbon copy of and sketch map in which I have indicated a complete restriction of access on the three files in question. It is my belief that this will enable us to solve the problem by buying the entireties of these three parcels. The remainders will be disposed of after the project has been completed. Please alter the descriptions to fit these new requirements.

JBB:jk
attach.
cc: R. N. Bothman
E. S. Hunter
Ed Hardt
Ken Rolfe

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 29 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Appl | File

STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro — DEPT.

238-8226 — TELEPHONE

TO: J. B. BOYD
Right-of-Way Supervisor

DATE: August 25, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Files No. 49767, 49768 and 49769
Allen Avenue Interchange Project
Beaverton-Tigard Highway

This is in response to your request for further review of the subject files.

It is our recommendation that these properties be acquired in total. The plans indicate that if the homes remain, the homeowners would be forced to back out into fast moving traffic from their garages. There would not be adequate space even to stop in the driveway to open the garage door. This unsafe condition warrants acquisition of the properties.

DRA/ldo

cc: E. S. Hunter
E. L. Hardt
J. H. Versteeg
K. Rolfe

01-128-1287

31° 26' 30" E.

Resers Fine Foods Inc
446-285
827-852

Ott Bldg Co
417-164

R Corner
232-485

Fred Ki
261-
U S Gain
909-783
918-407

T & R. Ruh

John B. Gain
918-406

L. V. Johnston
42+-386

Shrophire
777-973

Resers Fine Foods
C.R. 777-973

Vandehey
760-242

Scatter
490-435

C E Vandehey
751-842

Adams

S 88° 36' 59" E

49776
32857
35460
49784
49775
35470
35461
49783
49882
49774
49771
49773
49772
49770
49769
49768
49767
49781
49780
49779
49419
49782

S.W. 112 TH. ST

S.W. 14 TH.

ALLEN

S.E. KING

S.E. ALICE

ADD

Fd Mon ¼ Cor 5+61.63
N 660,253.78
E 1,411,657.58

City of Beaverton

A.L. Beasley
497-123

Kettleberg
033-85

CCN 21-6
Law. - c
Trd.
Lp.

STATE OF OREGON

INTEROFFICE MEMO

ODOT Metro — DEPT.

238-8226 — TELEPHONE

TO: BRUCE BOYD
Right-of-Way Supervisor

DATE: August 17, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Files No. 49767, 49768 and 49769
Allen Avenue Interchange Project
Beaverton-Tigard Highway

NOTE:
E. S. HUN

You requested a review of the subject files and recommendation on whether or not we should take these properties in their entirety.

We agree with your comments in your letter of August 9 that the partial taking proposed would be undesirable for the very reasons you cite.

Our recommendation is to take the properties in their entirety providing there can be economic justification made for such acquisition. Without the before and after analysis of cost, it is difficult to tell whether or not economic justification is there, but it certainly would appear that damages to the property would nearly offset the total cost of the property.

DRA/ldo

cc: E. S. Hunter
E. L. Hardt
J. H. Versteeg
K. Rolfe

RECEIVED
TECHNICAL SERVICES
AUG 21 '78
REFER TO
FOR
Info | Invest | R/D | J/R | ign | -ct | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 9, 1978

FILE:

FROM: J. B. Boyd
Right of Way Manager

TO: R. N. Bothman
Metro Administrator

SUBJECT: Files #49767,68,69
Allen Avenue Interchang e
Beaverton-Tigard Highway
Washington County
Fed Project # F-79(1)

N
E. S. no...

Attached is a letter of request from Kenneth L. Rolfe, Supervisor in which he recommends buying the entirety on these three files due to the safety aspects of the acquisition.

The review of these files indicates what I believe is a very poor way to leave a neighborhood. Insufficient right-of-way and the condition of backing out onto a busy street is bad. I will proceed to appraise these properties on the basis of a before and after analysis of cost. It is obvious to me that heavy damages will result to these three houses and we will be in fact paying a good share of the value of the improvemcnts without actually acquiring them.

Please advise if you reommend the taking of the entirety.

JBB:lb

cc: E. S. Hunter w/ attachs.
Ed Hardt "
Ken Rolfe "
J. H. Versteeg "

RECEIVED
TECHNICAL SERVICES
AUG 9 '78
REFER TO
FOR
Info | Inves | R/D | D/M | Sign | Act | File

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE August 7, 1978

TO J.B. BOYD ✔
Right of Way Manager
Salem, Oregon

FROM KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

SUBJECT Files 49767, 68, & 69
Allen Avenue Interchange
Beaverton-Tigard Highway
Washington County
Fed. Project No. F-79(1)

Attached is a sketch map showing the three subject files. These are three residential properties which will have severe impact from proximity to the new right of way line.

File 49767 will have the right of way line 9' from the garage. It will no longer be possible to get a car completely off the right of way.

File 49768 will have the right of way line 3' from the carport. It will be possible to park off the right of way but it will be necessary to back out into the street to get out.

File 49769 will have the right of way line about 6' from the corner of the garage. There is an area adjacent to the garage to park but it will be necessary to back out into the traffic to get out. Also, the taking will remove the front yard from the house.

From a safety and damage standpoint, I would like authorization to acquire these three houses in their entirety. We are in the process of getting before and after appraisals on these properties at this time.

I would estimate the before value of these files as follows:

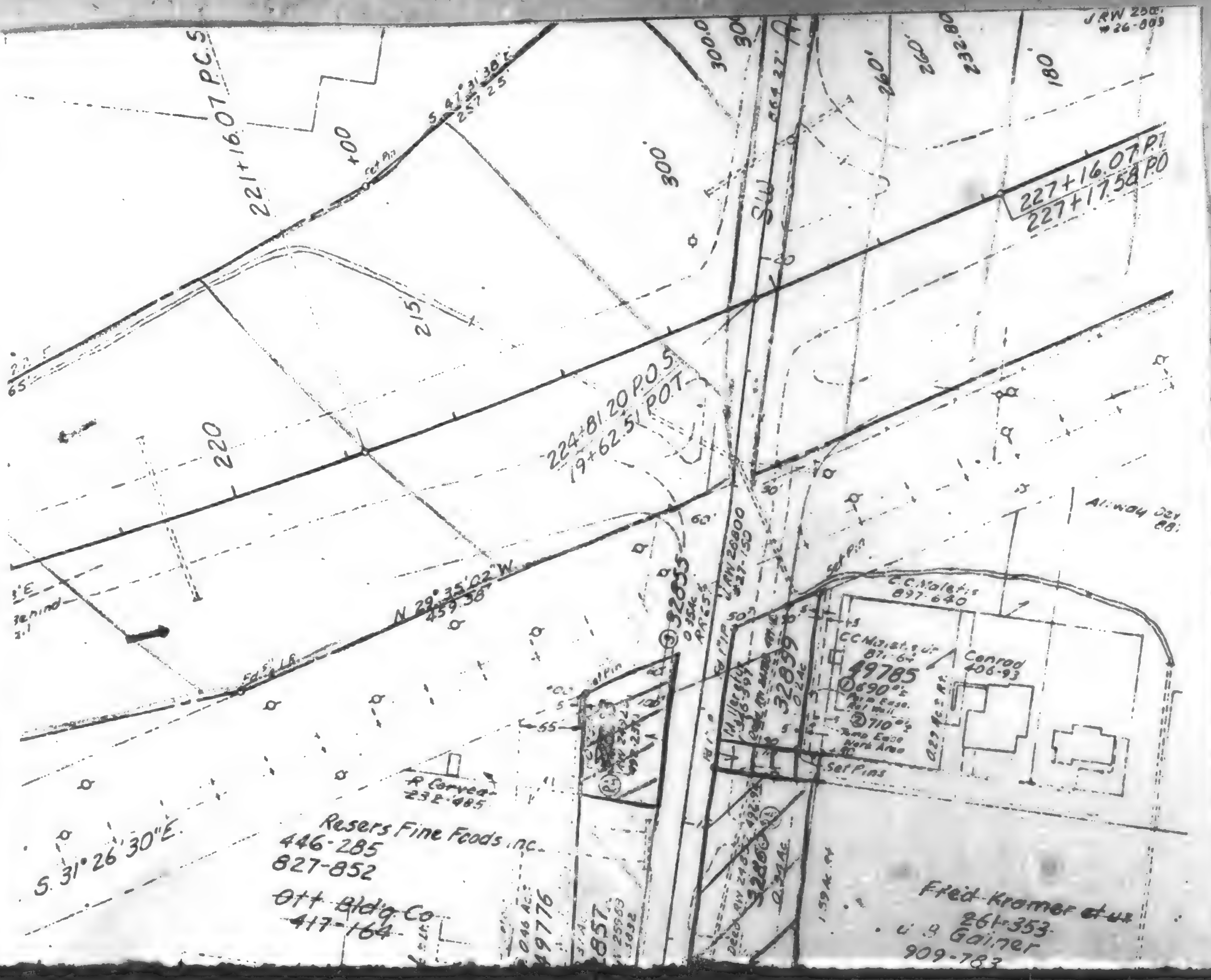
FILE 49767	
Land & Improvements	$ 50,000
Relocation	4,500
Demolition	-0-
	$ 54,500
FILE 49767	
Land & Improvements	$ 52,000
Relocation	4,500
	$ 56,500
FILE 49769	
Land & Improvements	$ 54,000
Relocation	4,500
	$ 58,500

I would appreciate an early answer because we will be starting negotiations very soon.

KLR:kc
Attachment

T & R Ruhr
John B. Gainer (C.P.)
918-406
E.W. Johnston et ux
421-386
R.C. Malin Co.
828-321
E.L. Clemens et al (C.P.)
849-70
SW 112 TH
ST
ELLWOOD
ADD
13 TH
SW 14 TH
ALLEN
S.E. KING
S.E. ALICE ST
6' R/W To House
3' R/W To House
9' R/W To House
Adams 208 5.9
Shropshire 777-975
Vanderhoef 760-247
Scarrar 490-435
E.E. Vanderhoef 751-842
A.L. Beasley 497-123
5+61.63
35469
35470
35461
49775
49882
49771
49774
49773
49772
49770
49769
49768
49767
49780
49781
49783
49784
49419
49781
35325
35325
35325

221+
215
220
224+81.20 P.O.S.
19+62.51 POT
227+16.6
227+17.58 P.O
N 29° 35' 02" W
459.38
S. 31° 26' 30" E.
Resers Fine Foods, Inc.
446-285
827-852
Ott Bldg Co
417-164
Shropshire
Conrad
232.485
32839
32857
32855
49776
49785
CC Mo. St. & Tel.
897.640
CC Mo. St. & Tel.
871.64
690 ± Perm. Ease. Not Well
710 ± Temp. Ease. Work Area
Conrad
406.93
Set Pins
Fred Kramer et ux
261-353
C. B. Gainer
909-783
918-407
T. & R. Ruhr
John B. Gainer (C.P.)
918-406
ALLEY


221+16.07 P.C.S.
+00
S 47°31'30"E
257.25'
300.0'
300'
S.W.
264.32'
260'
260'
232.80'
180'
JRW 250
#26-009
227+16.07 P.T.
227+17.58 P.O
224+81.20 P.O.S
19+62.51 P.O.T.
215'
220'
65'
N 29°35'02"W
459.38'
S. 31°26'30"E.
Resers Fine Foods, Inc.
446-285
827-852
Ott Bldg Co
417-164
32055
0.35Ac
32039
0.24Ac
32857
0.24Ac
0.46 Ac
49776
1.59 Ac
CC Natl Fls
897-640
CC Natl Fls
871-64
49785
690'±
710'±
Conrad
406-93
Set Pins
Set Pin
R Corner
232-685
Fred Kramer et ux
261-353
U.S. Gainer
909-783
All way Dev
88'

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

7026

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-F-79(2)

STATE PROJECT NO.
See below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Portland, Oregon

PROGRAM NO.

ITEM NO.
RF-126 & U-168

TO:

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-10-78	Primary 79	Secondary 144

GENERAL LOCATION:
Allen Ave. & Denny Rd. Interchange

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ TEC NTE $63,400 F.F. $54,397
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The final EIS was accepted April 13, 1978, and you are now authorized to proceed with PS&E preparation as requested in Mr. Swan's letter of June 7, 1977.

Swan
8-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-10-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—826-787

8-10-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-F-79(2)

STATE PROJECT NO.
See below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Portland, Oregon

PROGRAM NO.

ITEM NO.
RF-126 & U-168

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Chief of Operations, ODOT
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☒ PREPARATION — TEC NTE $63,400 F.F. $54,397
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

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Swan 8-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-10-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

DATE: July 18, 1978

NOTED
E. S. HUNTER

TO: Hal Versteeg
Head of Engineering

FROM: R. N. Bothman
Administrator

SUBJECT: July 18 Meeting With Beaverton Industrial Park Association

I met with the Beaverton Industrial Park Association on July 18 as their noon speaker on the subject of the Allen Blvd. interchange.

I previously have met several times with members of the various businesses involved with the interchange and extensively with the Beaverton Chamber of Commerce Transportation Committee.

There has been considerable constructive criticism of the Department's design. I would like to be sure that all the suggestions are considered in your final design.

The major recommendation from the Chamber was to proceed with a full cloverleaf design when constrained by the businesses and railroad-a rather elongated cloverleaf. After many meetings, I believe I have convinced the group that the Department's diamond design is superior to the "Spencer" elongated cloverleaf design.

The purpose was the elimination of the ramp terminal signals and the congestion at those two locations. The concern stems from the major congestion which is currently being experienced at the Beaverton-Hillsdale interchange and the Tualatin Valley interchange on Highway 217. Both of these two interchanges are currently operating well above capacity and at unsatisfactory levels of service.

I have discussed issues such as traffic projections, the storage for the left turn pockets, the number of lanes on the ramp terminals, the signal timing, etc., with assurances that the diamond is adequate.

Therefore, I would appreciate it if you would take special consideration in the storage for all left turn pockets, the right turn and left turn lanes on the off-ramps and the on-ramps, etc., to assure that we have adequate lane capacity. I would request also that special consideration be given to the signal timing to accommodate the traffic volumes projected.

RECEIVED
TECHNICAL SERVICES
JUL 20 '78
REFER TO
FOR

81-123-1387

The concerns with the Industrial Park Association rest with truck movements. We've previously had concerns on this issue from Reesers, Grandma's Cookies, and other industries on the west side of the interchange. The concern is the movement of trucks through the signals and ramps with 6% grades. The meeting on July 18 reiterated concerns for the grades as they relate to trucks. Also, concern was expressed for turning radiuses.

A major concern developed about the access of southwest 107th and Allen Blvd. This intersection is within the project limits. It is also near the major access to the Greenwood Inn. Consideration should be given to extending the median in order to provide for left turn movement to 107th from the west as well as consideration given to widening the radius in the northwest quadrant so that trucks can make the turn from 107th to Allen Blvd. westbound and do so in the right-hand lane.

I would appreciate it if you would give special considerations to these concerns, for the large chamber group and industrial park group as well as a large contingency of plain citizens in the area have expressed concern with the diamond interchange.

ke

cc: [redacted]

Attachments

STATE OF OREGON

INTER-OFFICE MEMO

TO: THE FILE

DATE: June 16, 1978

FROM: R.N. BOTHMAN
Metropolitan Administrator

SUBJECT: Allen Boulevard Interchange

Met June 15 with interested parties to review the diamond design and proposed cloverleaf design for the subject interchange. The meeting was chaired by Ed Dailey, Chairman of the Transportation Committee, Beaverton Chamber of Commerce, and was held under their sponsorship. The invitations and meeting were actually set up by Homer Spencer, the promoter of the cloverleaf design.

I presented the information transmitted to Ed Warmouth and Homer Spencer in correspondence, outlining the pros and cons of the two interchanges.

I indicated to the group that the cloverleaf proposal was unsatisfactory to ODOT and presented the basic reasons as listed in the above correspondence.

A considerable amount of discussion pursued. I think all questions were answered to the satisfaction of those in attendance. I believe there was an understanding of the position of ODOT on the project.

I advised all in attendance that the project was moving forward with right-of-way acquisition leading to construction next year.

In attendance were Jack Nichols, Mayor of Beaverton and Beaverton staff as well as John Crockett and members of the county staff. Also in attendance were members of the traffic safety commission and staff, as well as business representatives for a large number of involved businesses.

Approximately 40 were in attendance.

No follow-up is necessary.

js

81-125-1307

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, P.O. BOX 1760, PORTLAND, OREGON 97207 PHONE (503) 229-

June 9, 1978

Oregon State Highway Division
Transportation Department
Salem, Oregon 97310

Final date for Submission of Written
Comments: June 28, 1978

Re: Allen Blvd. Interchange
Beaverton-Tigard Highway (ORE 217)
AQ Parking File No. 34-6026
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

Howard W. Harris

Howard W. Harris
Transportation Control Program Coordinator
Air Quality Division

HWH:mef
Attachment
cc: Washington Planning Agency
Northwest Regional Office
Gary Potter, OSHD

RECEIVED
STATE HWY ENGR
JUN 14 '78
REFER TO
FOR
Info | Invest | R/D | D/K | Sign | Act | File

Contains Recycled Materials

DEQ-1

Notice of Application to Construct

An Indirect Source

Those persons described on the attached sheets have applied to the Department of Environmental Quality for a permit to construct an Indirect Source in accordance with Oregon Administrative Rules, Chapter 340, Sections 20-100 through 20-135.

The Department is providing this notice in order to encourage anyone desiring to submit information concerning the applicant(s) or the application(s) which might aid or assist the Department in making an adequate review. Written comments must be submitted prior to:

June 29, 1978

Please address your comments to:

Department of Environmental Quality
Indirect Source Program
P.O. Box 1760
Portland, Oregon 97207

The full content of the application, the Department's preliminary review, a copy of the proposed permit, and any other applicable information received to date is available for public inspection at 522 S.W. Fifth Avenue, Portland, Oregon, 229-6086. Please contact the main office of the Department if additional information is desired.

Application Information

The Department of Environmental Quality has completed a preliminary review of an application for construction of the following proposed Indirect Source:

Source Name: Allen Blvd. Interchange, Beaverton-Tigard Highway (ORE 217) Beaverton, Oregon

Source Location: Allen Blvd. on ORE 217

Name of Applicant: Mr. L. W. Rulien

Applicant's Address: Transportation Building

Salem, Oregon 97310

Description of Source: Road construction (grading, paving and an overcrossing structure) for Allen Blvd. Interchange on ORE 217.

The Department's preliminary evaluation, a copy of the proposed permit, and other information pertinent to this proposed facility may be examined at the Office of the Administrator, Air Quality Control Division, Department of Environmental Quality, 522 S.W. Fifth Avenue, Portland, Oregon, or at the following locations:

Remarks:

NCIS Number: 34-6026
Issuance Date:
Page: 1 of: 3

PROPOSED

INDIRECT SOURCE CONSTRUCTION PERMIT

DEPARTMENT OF ENVIRONMENTAL QUALITY
P.O. Box 1760 (522 S.W. Fifth Avenue)
Portland, Oregon 97207
Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 thru 20-135

INDIRECT SOURCE: Allen Boulevard Interchange, Beaverton-Tigard Highway (ORE 217)

ISSUED TO: Oregon State Highway Division
Name

Transportation Building
Address

Salem — City; Marion — County; 97310 — Zip

SOURCE SITE: Allen Boulevard Interchange on ORE 217
Address

Beaverton — City; Washington — County; 97005 — Zip

ISSUED BY THE

DEPARTMENT OF ENVIRONMENTAL QUALITY

WILLIAM H. YOUNG
Director

Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon State Highway Division is herewith permitted to construct and operate the above indirect source with associated parking.

The specific listing of requirements, limitations and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

FOR CONDITIONS OF THIS PERMIT, SEE ATTACHED SECTIONS

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   a. The Allen Boulevard Interchange on the Beaverton-Tigard Highway (ORE 217).

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the aniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

3. The project shall be constructed as generally described on page 9 of the Final Environmental Impact Statement.

4. Construction procedures shall minimize decreases in traffic speed or disruption of traffic. An effective watering program shall be applied to minimize dust from grading operations.

5. Any proposed modification of the project shall be subject to review and approval by the Department 90 days prior to construction.

Notice of Construction

6. A notice of construction form, number NC-IS 34-6026 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

b. Violation of any of the requirements, limitations or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new owner

a) Address

2) Responsible person to contact

a) Address

b) Phone number

b. Inform the prospective owner of the requirements, limitations or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to insure compliance with Department rules.

ROBERT W. STRAUB
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

June 7, 1978

RECEIVED
ENVIRONMENTAL SECTION
JUN 7 1978
Referred to _____

Gary Potter
Manager
Environmental Section
412 Transportation Building
Salem, OR. 97310

Dear Mr. Potter:

RE: Allen Boulevard
Interchange
PNRS 7804 4 800

Thank you for submitting your final Environmental Impact Statement for State of Oregon review and comment.

The Departments of Environmental Quality and Land Conservation and Development have submitted additional comments. Any consideration you can give these comments will be appreciated.

Sincerely,

Martin W. Loring, Manager
Grants Coordination &
Management Section

MWL:wb

Attachments

Environmental Section
June 8, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Jef Kaiser
Maury Payne-Dist. 2a
Cliff Christianson
Wally Bryant
Glen Green

RECEIVED
TECHNICAL SERVICES
JUN 8 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ast | File

AN EQUAL OPPORTUNITY EMPLOYER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 Library Building, Salem, Oregon 97310
Phone: 378-3732

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
APR 21 1978
SALEM

PNRS STATE REVIEW

Project #: 304

Return Date: _____

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

This is a final Environmental impact Statement and requires immediate action.

1. If you have comments, they must be received by the federal agency prior to the return date indicated above, or they will not be considered. Send your comments directly to the federal agency initiating the impact statement.

2. Send a copy of this form back to the Clearinghouse after checking the appropriate box, to complete our files.

ENVIRONMENTAL IMPACT REVIEW
FINAL STATEMENT

( ) The environmental impact is adequately described.

( ) The comments we made on the Draft Statement have been adequately dealt with.

( ) The comments we made on the Draft Statement have not been adequately dealt with. (Give details below.)

( ) No comment.

- - - - - - - - - - - -

REMARKS

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for the City of Beaverton which is in compliance with the state-wide goals. In addition, the project should receive special attention in its impact on Washington County's Citizen Planning Organization (CPO) 3. The applicant should make use of the recognized citizen and agency involvement programs of both Beaverton and Washington County.

Agency LCDC

By Linda Macpherson
Field Representative

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 Library Building, Salem, Oregon 97310
Phone: 378-3732

Department of Environmental Quality
RECEIVED
APR 24 1978

PNRS STATE REVIEW

Project #: 7804 4 800 Return Date: June 2 '78

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

This is a final Environmental impact Statement and requires immediate action.

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ENVIRONMENTAL IMPACT REVIEW
FINAL STATEMENT

(X) The environmental impact is adequately described.

( ) The comments we made on the Draft Statement have been adequately dealt with.

( ) The comments we made on the Draft Statement have not been adequately dealt with. (Give details below.)

( ) No comment.

- - - - - - - - - - - -

REMARKS

The Highway Division should make certain the noise barriers for the Allen Blvd interchange project will meet or exceed the accoustical specifications outlined in the Final E.I.S.

Agency _____ By Norman L Jette, Noise

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

June 2, 1978

Oregon Department of Transportation
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Attn: Mr. Gary Potter

Re: Allen Boulevard Interchange
Final EIS #7804 4 800

Gentlemen:

The Department has reviewed the Final Environmental Impact Statement (FEIS) for the Allen Boulevard Interchange. In a letter to Mr. Pieter T. Dykman dated January 3, 1978, the Department stated that the project is consistent with the Oregon Clean Air Act Implementation Plan. The Department also made a commitment to proceed with permit issuance upon notification of the design alternative selected. Since the full diamond interchange has been designated in the FEIS, the Department will begin the processing of the permit.

In order to complete our file on this project, we are requesting the documentation on vehicle emission factors, and, if possible, the traffic data inputs for the gross emissions analysis and carbon monoxide concentration analysis.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:h

cc: Robert Bothman, OOOT Metro

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 31, 1978

Telephone 238-8226

EDWARD WARMOUTH
Washington County Safety Coordinator
Washington County Courthouse
150 N First Street
Hillsboro, OR 97123

Response is made to your letter indicating a request from the Washington County Traffic Safety Commission to reconsider the proposed diamond design for the Allen Boulevard interchange on Highway 217.

A four year process to develop a design for the Allen Boulevard interchange was concluded with federal approval of the diamond design April 13, 1978.

The draft environmental impact statement was completed after a public participation process July 30, 1976. The hearing was held on the project September 9, 1976. The final environmental impact statement was completed February 13, 1978.

The delay between the hearing and the final impact statement was required to refine the design presented at the hearing, respond to comments at the hearing, satisfying the federal wet land requirements and the county and the city flood plains requirements. All these efforts now have been satisfied and the project approved and right-of-way acquisition initiated which will lead to construction in May of 1979. Monies for the project have been included in our current six year program and are available at this time for the project.

I was initially confronted with the proposal for a cloverleaf or loop design for the interchange by the Transportation Committee of the Beaverton Chamber of Commerce. This effort was led by Guy Carr. No formal action was taken to my knowledge by the committee.

RECEIVED
DJ...
JUN 01 '78
REFER TO

NOTED
F. B. KLABOE

In addition, Homer Spencer has done considerable work to propose a loop design.

I have had ODOT staff investigate this proposal in light of design, traffic and environmental considerations.

The staff designed a cloverleaf which would be satisfactory to the ODOT, that is, it would handle traffic and provide for safe movement of traffic. That design would require extensive right-of-way acquisition into the neighborhoods on the west side of the railroad tracks and the Greenwood Inn on the east side of Highway 217. The design laid out by Homer Spencer is unacceptable because of the less than standard weave distances on Highway 217 and Allen Boulevard and the difference in speeds between the freeway, the ramps and Allen Boulevard. Because of these weave distances and the speeds, the level of service would be unsatisfactory with the loop design.

The level of service on the freeway with the proposed loop design would be E to F. The Department of Transportation is not willing to accept that level of service insofar as congestion as well as the unsafe potential of that design.

I would like to point out that we have not provided for the free flow of traffic from a freeway to an arterial street elsewhere in the state. The only partial type of free flow conditions exist at freeway to freeway locations. The primary reason for that is, that the capacity of the freeway ramps cannot be absorbed by the capacity of the connecting boulevard.

I believe that some of the concern is due to the current operation of Highway 217 at the Beaverton-Hillsdale and TV Highway. The volumes currently handled at those two locations are not projected on the current regional plan for Allen Boulevard.

I have attached for your consideration the analysis completed by ODOT staff which led me to the conclusion that the diamond interchange provides the safest and best facility for Allen Boulevard interchange project. ODOT is proceeding to expedite the construction of this approved design.

Robert N. Bothman

ROBERT N. BOTHMAN
Metropolitan Administrator

lh

attachment

cc: Miller Duris, Washington County Commission
Jack Nichols, Mayor, City of Beaverton
Dr. Boyd Applegarth, Superintendent, Beaverton School District
John Crockett, Director Public Works, Washington County
Elbert Hawkins, Editor, Valley Times
[redacted], ODOT

Allen Boulevard Interchange

Project Review and Analysis of Cloverleaf Type Design

Project Status: The process leading to the public hearing has been completed and the hearing was held on September 9, 1976. The Final Environmental Impact is completed and was approved April 13, 1978. The project is in the approved Six-Year Plan with funding specified for fiscal year 1979. It is currently scheduled for contract letting during the first quarter of 1979.

Selected Design Alternative By Hearing Process: During the study process, several design alternatives were studied for acceptability based on their ability to carry the projected traffic volumes within given monetary and environmental restraints. Two of these design alternatives were carried through the environmental impact statement and to the hearing process. Both designs featured a diamond type interchange with one adding a loop type ramp in the southeast quadrant. Both alternatives assumed signalization at the ramp terminals to facilitate all traffic moves.

Allen Boulevard would cross over the freeway and the railroad on both alternatives. The structure width is 80 feet with the roadbed section varying from 44 feet (to match the City of Beaverton's proposal) to 80 feet. The structure will accommodate four 12-foot travel lanes, 2-foot shoulders, left turn refuges and a 4-foot median. A bicycle path will be provided on the northerly side of the boulevard. The alternative selected was the simple diamond interchange. The loop alternative was dropped from consideration due to (1) the increased cost and (2) the increased impact on the motel-restaurant complex which more than offset the minor increase in capacity and service level.

Final Design Phase: Two major problems had to be resolved in the final design stage of this project. Access to Reser's Fine Foods was designed to the mutual satisfaction of all parties. The solution to the wetlands problem was also attained.

Recent Activity: During the past few months, several requests for study of various revisions to the interchange design have been received. The latest is an elongated cloverleaf type prepared by Homer Spencer. This interchange has been studied by the Design Section and the Traffic Analyst.

Proposed Modified Cloverleaf Design: (Figure A) The cloverleaf design, as presented, is elongated due to the confinement by the railroad on the west and expensive right-of-way on the east. The grade line of the Beaverton-Tigard Highway would be elevated, maintaining the grade line of the railroad structure on an embankment section to a proposed overcrossing of Allen Boulevard. The grade then descends to match the existing grade just prior to the Denny Road interchange. Allen Boulevard would continue to operate at its existing grade.

The design provides fully directional movement. However, the turning movements providing access and egress to the freeway are very substandard due to the previously mentioned confinement. The elongation also produces approximately 1100 feet of out-of-direction travel for four movements. Projecting this figure to the Average Daily Traffic produces approximately 3300 miles of out-of-direction travel per day.

TO: R.N. Bothman
Metropolitan Administrator

DA May 12, 1978

FROM: Jef Kaiser, Leader
Environmental Unit

SUBJECT: Allen Blvd. Interchange

You requested that I briefly review a "suggested alternate" for this interchange. My comment would be that the most significant impacts of this design would be in safety, operation, and the primary and secondary effects of a possible capacity increase on Allen Blvd. and decrease on 217.

In any case, the addition of another alternative would require a supplement to the EIS and a hearing. The following is an approximate time frame to complete this process:

Prepare Supplement	1 month
Obtain Federal Approval of Supplement.	1 month
Advertise and Hold Public Hearing.	1.5-2 months
Obtain Federal Approval of Selected Alternative	1 month
	4.5-5 months

3 Months

js

cc: Max Klotz

Allen Boulevard Interchange

Project Review and Analysis of Cloverleaf Type Design

Project Status: The process leading to the public hearing has been completed and the hearing was held on September 9, 1976. The Final Environmental Impact is completed and was approved April 13, 1978. The project is in the approved Six-Year Plan with funding specified for fiscal year 1979. It is currently scheduled for contract letting during the first quarter of 1979.

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The design provides fully directional movement. However, the turning movements providing access and egress to the freeway are very substandard due to the previously mentioned confinement. The elongation also produces approximately 1100 feet of out-of-direction travel for four movements. Projecting this figure to the Average Daily Traffic produces approximately 3300 miles of out-of-direction travel per day.

Analysis of Design Proposal: A copy of the detailed analysis is included with this report. Essential portions of this report are listed below.

1. The weave distance between Denney Road and Allen Boulevard is reduced to 900 feet, 1000 feet is minimum standard.

2. The northbound to eastbound off-ramp and the southbound to westbound off-ramp would require stop signs to reduce the accident potential. This condition has the potential to back up onto the freeway.

3. The proposed loop ramps have a design speed of 15 MPH and a safe operation speed of 8 to 10 MPH. Acceleration and deceleration distances are critical since the entrance and exit speeds are far below the freeway speed. It is anticipated that this factor would result in a freeway service level of "E" to "F".

Estimate of Cost: The final design section has completed the cost estimate for the construction of the diamond interchange. The construction items are $4,400,000. The right-of-way has been estimated at $650,000. Preliminary engineering is approximately $300,000, for a total project cost of $5,350,000.

The proposed cloverleaf design has been estimated on a "recon" basis at $4,100,000. The section, as submitted, would require no additional right-of-way. The entire process would have to be duplicated for the new design, therefore, preliminary engineering of $300,000 can be assumed. This brings the total cost to $4,400,000. However, the substandard radii on the loop ramps would indicate the need to purchase some right-of-way to obtain a satisfactory design. The right-of-way required to obtain 100 foot inside loop radii has been estimated at $1,300,000.

Time Delay: Due to the nature of this proposal, it would have to be considered a major design change. Therefore, a supplemental EIS would be required which consumes a minimum of five months. Three to four months of additional design time would be required to bring the project to the stage it is today. The total time delay then is a minimum of eight months.

js

TO: R.N. Bothman
Metropolitan Administrator

DATE: May 12, 1978

FROM: Jef Kaiser, Leader
Environmental Unit

SUBJECT: Allen Blvd. Interchange

You requested that I briefly review a "suggested alternate" for this interchange. My comment would be that the most significant impacts of this design would be in safety, operation, and the primary and secondary effects of a possible capacity increase on Allen Blvd. and decrease on 217.

In any case, the addition of another alternative would require a supplement to the EIS and a hearing. The following is an approximate time frame to complete this process:

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Advertise and Hold Public Hearing.	1.5-2 months
Obtain Federal Approval of Selected Alternative	1 month
	4.5-5 months

3 Months

js

cc: Max Klotz

ALLEN AVENUE INTERCHANGE

Analysis of Design Proposals

Transportation Analysis Unit

Allen Avenue is a major east-west arterial street in Beaverton. As one of the few continuous east-west streets crossing the Beaverton-Tigard Freeway, Allen Avenue is an important transportation link to Beaverton.

At the present time, the connection to the Beaverton-Tigardfreeway is an at-grade signalized intersection. There has been a proposal to construct an interchange at this location for some time. The existing at-grade intersection is operating at a service level "E" condition which is below tolerable standards.

Throughout the design phase of the proposed interchange, several designs were studied to accommodate the forecast traffic volumes. Two design alternatives were carried through the EIS. Both designs feature a diamond interchange with one having an added loop ramp in the southeast quadrant. Table 1 shows the level of service for both alternatives. Both alternatives assume a signalized intersection at the ramp terminals.

TABLE 1

Level of Service at Ramp Terminals

	Full Diamond Interchange		Loop Option	
	East Ramp Terminal	West Ramp Terminal	East Ramp Terminal	West Ramp Terminal
AM	D	D	C	D
PM	C	C	B	D

As indicated in Table 1, the overall operation of the intersection is the same for either alternative since the west ramp terminal is the controlling intersection. Map 1 shows the diamond interchange design with 1996 average daily traffic and peak hour traffic volume assignments.

Map 2 shows the local alternative plan which features a full cloverleaf design. The 1996 average daily traffic volume as assigned to this design, are shown on Map 2.

Analysis of the level of service and traffic safety features was made for this design. Under this design proposal, the weave length between Denney Road and Allen Boulevard has been reduced to about 900 feet where 1,000 feet is required. The diamond interchange design provided 1,200 feet. The merge length northbound has been reduced from the diamond design. This acceleration lane and merge length available is limited by the 2 lanes available northbound over the S.P. overcrossing structure.

The ramp terminal at Allen Avenue for the north to east off-ramp as well as the south to west off-ramp would require a stop sign in order to reduce the potential accident hazard. The conflict in this move results from the traffic west to north crossing the south to east move and the south to west traffic which must cross the east to south move as shown by the "X" on Map 2. A stop condition on the ramp could lead to backups onto the freeway.

The weave length of 1,000 feet between loop ramps on the freeway is the minimum necessary for proper signing and the weave to occur however severe congestion will occur in this section. The weave section is referred to

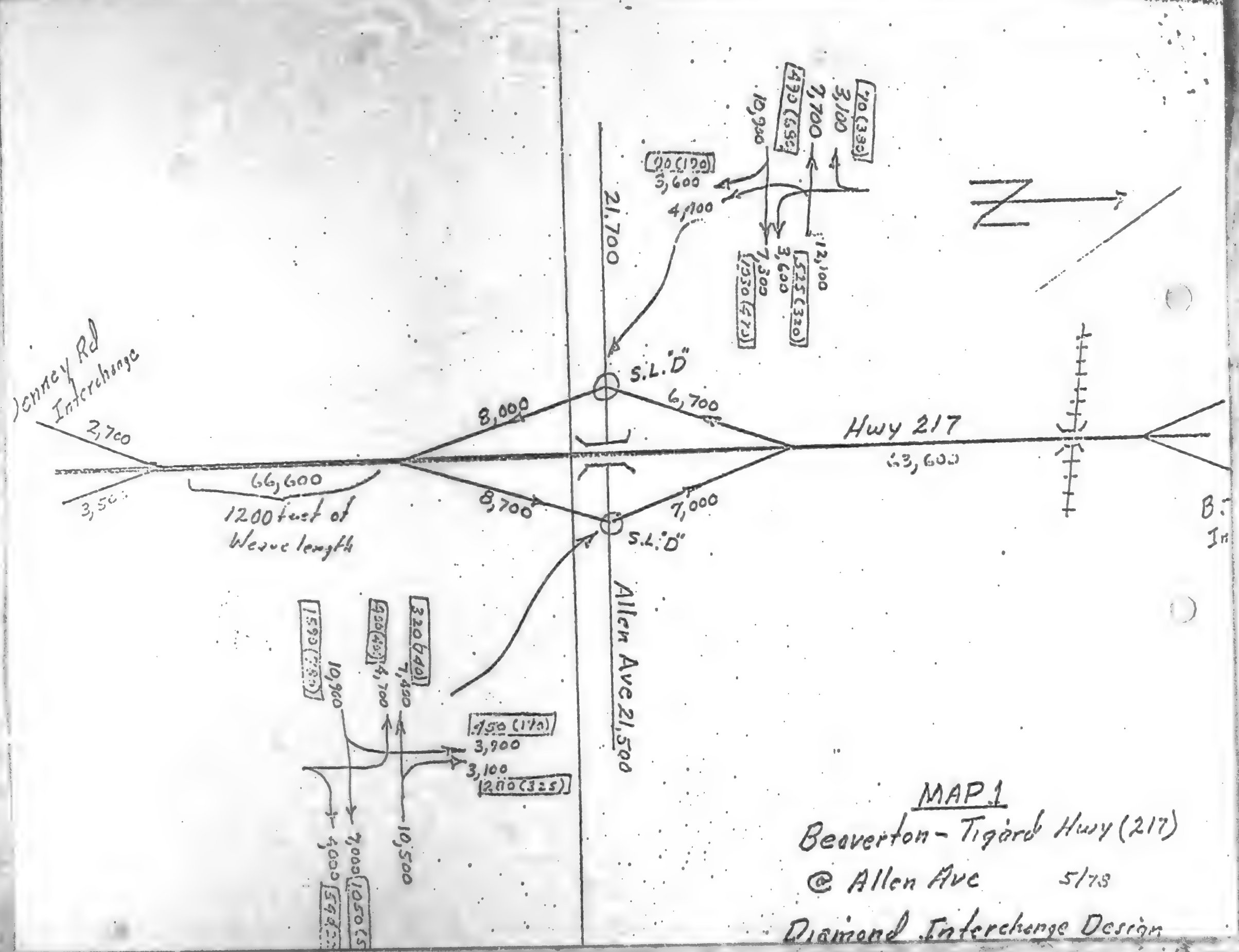
on Map 2 as "W". The conflicts will occur because of the severe speed change required of vehicles entering or exiting the freeway. The proposed loop ramps have a design speed of 15 MPH and a safe operating speed of 8 to 10 MPH. Assuming an entering vehicle speed of 10 MPH, and accelerating to 45 MPH requires a distance of 700 feet for passenger cars. Trucks require approximately 1,000 to 1,050 feet to complete this same speed change. For passenger cars to decelerate from 45 MPH to 10 MPH requires 400 feet. Trucks require 250 additional feet or a total distance of 650 feet. The result of these speed changes taking place in a distance of 1,000 feet will cause congestion and slowdown in the lanes adjacent to the accel-decel lane as a result of the friction effect. Operation of the freeway in this section as a result of the speed differential will be at "E-F" level of service.

Level of service on Allen Avenue would be "C" to "D". Even though the cloverleaf design provides a "free" movement through on Allen Avenue, congestion and speed change occuring in a relatively short section of the interchange area will affect the through traffic on Allen and reduce the free flow effect.

The railroad crossing on Allen Boulevard would require a protection device. The result of train movements in this area, especially during peak periods, could result in backups onto the freeway.

SUMMARY

The proposed design would reduce the weave length between Denney Road and Allen Avenue below the minimum required length. In turn, it would not

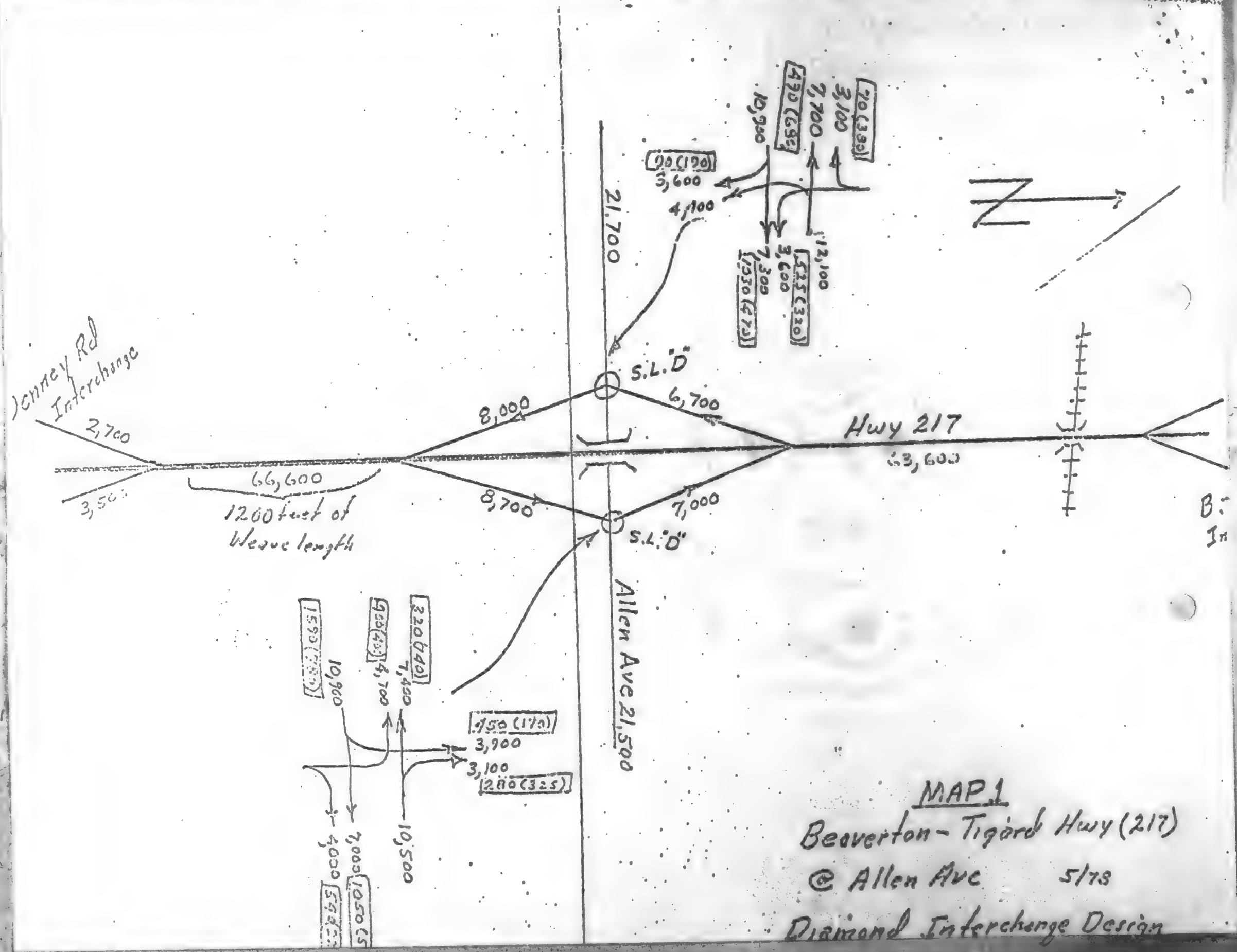


MAP 1

Beaverton - Tigard Hwy (217)

@ Allen Ave 5/78

Diamond Interchange Design

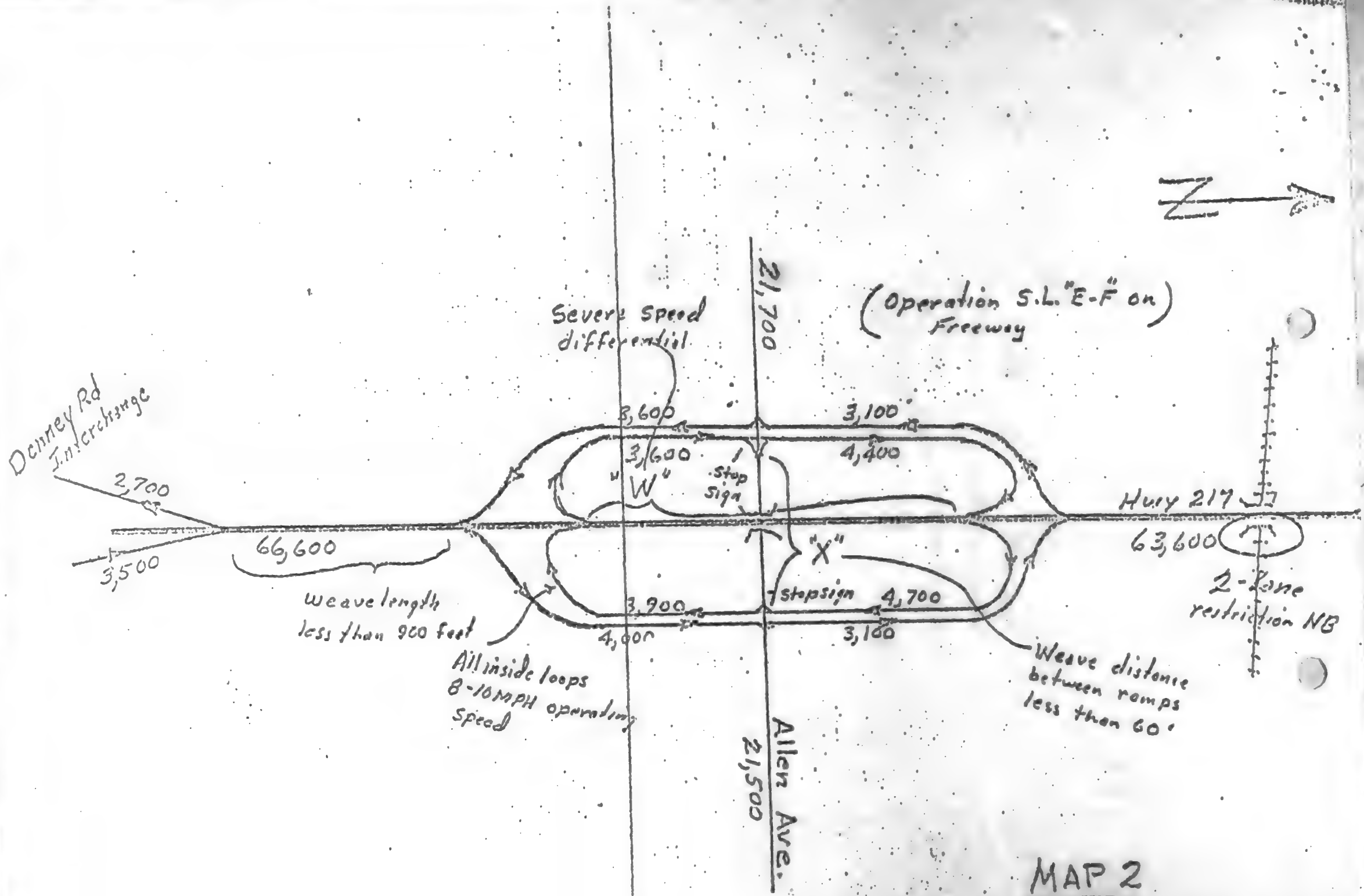


MAP 1

Beaverton - Tigard Hwy (217)

@ Allen Ave 5/78

Diamond Interchange Design



MAP 2

BEAVERTON-TIGARD HWY (2
@ Allen Ave. Interchange

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1026

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-79(1)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71105

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State Of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5/26/78	Primary 79	Secondary 144

GENERAL LOCATION:

Allen Blvd. Interchange Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of 5/8/78 and 5/25/78 you are authorized to proceed with the actual acquisition of right of way as outlined on R/W map 8B-20-5 at TEC $667,400 - F.F. $572,375. Also, relocation plan dated May 17, 1978 is approved.

Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/26/78	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1026 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-79(1)
STATE PROJECT NO.
See below
COUNTY NAME
Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
71105

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	5-11-78	Primary 79 / Secondary 144

GENERAL LOCATION:
"Allen Blvd. Interchange Section"

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Appraisal and review of parcels on R/W map 8B-20-5 TEC $25,000 - FF $20,625
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 5-8-78 letter requested all phases of right of way acquisition. Until an updated relocation plan is submitted that request cannot be granted; however, the appraisal and review phase is approved.

Swan 5-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem OR 97301

DATE: May 12, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project F-79(1)
Allen Blvd. Interchange Section

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services, Br, ODOT
Salem, Oregon

Mr. Swan's letter of May 18 requested authorization to proceed with all phases of Right of Way acquisition. The project will displace residential occupants. The relocation plan submitted with the State's request is 9 months old. The relocation plan should be updated to indicate if there is any change in the needs of the persons being displaced and the listing of available properties for sale and rent should be updated to reflect current availability. The submitted relocation plan was not signed nor had it been approved by the State's Relocation Section. It will be necessary to submit an updated relocation plan before we can authorize negotiations for acquisition of right of way.

In order to avoid delaying the project we will by separate action authorize the State to start appraisal activity on the project.

for G. L. Green

cc:
OSHD (D. E. Swan)
OSHD (J. B. Boyd)
OSHD (D. Luth)

RECEIVED
TECHNICAL SERVICES
MAY 15 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act. | File

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 19, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Allen Boulevard Interchange

Met with the Transportation Committee, Beaverton Chamber of Commerce at their monthly breakfast meeting April 13th to review the Allen Boulevard interchange. The entire meeting which lasted from 7 a.m. until 9 a.m. was devoted to this single subject.

Guy Carr has circulated petitions, spoken to other Beaverton groups and recommended to this committee that they request concurrence from the Beaverton Chamber to oppose the diamond interchange and in turn recommend a cloverleaf interchange at Allen Boulevard and Highway 217.

After considerable conversation, and presentation on my behalf of the Diamond plan, diamond plus single loop plan (the latter two presented in the DEIS), and a full cloverleaf interchange, the committee voted to table the recommendation and take no action.

Considerable discussion did pursue the development of a full cloverleaf presented in considerable detail by Homer Spencer, a retired engineer living in the City of Beaverton, interested in transportation in general in the city. The discussion of the level of service of the three plans, cost, distribution of traffic and a variety of other questions were discussed. I think the general consensus of the committee however, was to move forward with the diamond interchange as a realistic approach to the project.

I did indicate to the committee as described in Tom Schwab's report of February 7, that the diamond interchange does meet all the traffic projections and in fact operates at a good level of service. Further, the single loop alternative proposed within the diamond interchange would not make a substantial improvement to the overall level of service of the interchange. It might however, improve the level of service at that one spot.

I advised the committee that the full cloverleaf was an unreasonable design considering the traffic volumes on 217 as well as the distribution of traffic on Allen Boulevard. I explained that the only full cloverleaf interchanges in the state that I was aware of dealt with freeway to freeway interchanges where you could handle the volumes of traffic that would be dispursed from such an interchange to the local streets.

The main problem is the current intersection which is totally unacceptable. The idea of the diamond with two signals provides some question in the minds of the users that it will not adequately handle future traffic. I believe

NOTED
F. B. KLABOE

81.125.1387

the explanation given did convince many that the diamond was an okay, though having two signals at the ramp termini.

We should continue to expedite the diamond interchange design.

cc: F.B. Klaboe
E.S. Hunter
Gary Potter
J.H. Versteeg
E.L. Hardt

RNB:clk

7026

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OF-EIS-76-02F

Allen Boulevard Interchange Section
Beaverton-Tigard Highway (Hwy. 217)
Washington County, Oregon

ADMINISTRATIVE ACTION

FINAL

ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c), and
23 U.S.C. 128(a).

2-13-78
Date

Assistant Director of Operations

4/13/78
Date

FHWA OFFICIAL

1026

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
U-F-79(2)
STATE PROJECT NO.
See Below
COUNTY (Or)
Washington
PROGRAM STAGE (Check) 1. [ ] 2. [ ]

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-126 & U-168

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
BRD | ENG | RTG | DIR | SEC | ASST | ASST

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-8-77	Primary 79	Secondary 144

GENERAL LOCATION:
"Allen Ave & Denny Road Interchanges"

GENERAL DESCRIPTION OF WORK:
Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) Archeology Study

TEC $200 F.F. $171.

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 9-16-77 letter, this will confirm the verbal authorization of Mr. Kappus to proceed with the work effective 8-8-77.

A signed copy of the Archeology Study authorization is attached.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-77	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

10-K

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 2, 1977

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Noise Study Report
Allen Boulevard Interchange
Beaverton-Tigard Highway
Washington County

TO: MEMO TO THE FILES

RECEIVED
TECHNICAL SERVICES
AUG 3 - 77
REFER TO
FOR
Info | Init | R/D | D/E | Spec | Mat | Fld

The noise study report and data in the D.E.I.'s have been reviewed and the four suggested barrier walls have been considered for apparent benefits.

A wall is indicated along the northbound offramp to provide a noise reduction at the Greenwood Inn. The data indicates that providing a diamond interchange will cause a slight reduction of noise in this area over that which presently exists but that in 1996 a portion of the property will be above 70 dBA. The area in question is a paved parking area and a corner of the motel. The parking lot would not normally be used for conversations and the motel is air conditioned, so that internal noise levels should be acceptable. There would not appear to be justification for providing attenuation at this point.

A wall is indicated for the house on Lee Street adjacent to Reser's access. Data indicates that this house will experience an increase of about 2 dBA (which is considered imperceptibie) and have approximately the same noise level as the other houses along Allen Avenue. There would not appear justification for construction of a barrier at this point.

A wall is indicated along the relocated Lee Street and Reser's access. Removal of the houses to construct this facility is expected to increase by 11 dBA for homes in this area. The indicated wall should reduce this by 6 dBA. This wall would provide significant benefits and should be considered for construction. Estimated cost would be $25,000-$30,000.

A wall is indicated along the northerly side of the Sandwood Townhouse Apartments. This would somewhat replace the attenuation lost by removal of the two houses to the north for construction of the frontage road. The wall is predicted to provide 5 dBA attenuation and should be considered for construction. This wall would probably cost between $7,000 and $10,000.

ADO:az
cc: E. S. Hunter
Gary Potter

9024

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 17, 1977 Telephone 238-8226

RECEIVED
DOT OPERATIONS
JUN 20 77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

THE HONORABLE MIKE RAGSDALE
Room H-371
State Capitol Building
Salem, OR 97310

Attention Craig Henry

In response to your letter reviewing the traffic on the Sunset Highway/ Highway 217 interchange. I have asked our staff to review your suggestion to provide for pedestrians moving from the hospital to the south-side of the Sunset Highway. I asked our designers to take a look at some type of improvement which could provide for pedestrians but not interfere with the major traffic congestion. With that completed, I have asked our traffic unit to provide comments upon the overall effect of the operation of the interchange with improvements to provide for pedestrians. That work has not been completed but should be ready within the next two weeks.

Also, I request an investigation of signals for left-turn movement on Allen Boulevard to Highway 217; that work has been completed and the findings are as follows:

1. The intersection is currently operating over its capacity. Adding an additional signal phase would worsen this overall congestion.

2. The collision diagram for the intersection does not show a significant turning problem from Allen Boulevard to Higway 217; this movement is safe.

3. Traffic on Allen Boulevard is local traffic, as opposed to the through, high-speed traffic on Highway 217. The Allen Boulevard traffic tends to be more accustomed to the delay encountered waiting for the left turn; while the highway traffic is not. The delay of the Allen Boulevard traffic can be more tolerated by motorists than the traffic on Highway 217.

4. The cost of the revision is $15,000

5. Traffic signal crews to accomplish the work are not available

6. The Highway Division District Engineer assigned to Washington County, and the Traffic Engineer, city of Beaverton, have observed the operation of the interchange in both peak and non-peak hours. They found the left-turn lanes clear in a single traffic cycle, trucks are not lacking acceleration for clearing the intersection in the allotted time, and the through traffic on Allen Boulevard is allowing the left-turn movements to occur.

NO
F. B

7. The district engineer and traffic engineer found the major capacity problem has caused a severe accident situation; rear-end accidents on Highway 217. During the afternoon peak hour southbound traffic is backed onto the Beaverton-Hillsdale Highway structure and the southbound on-ramp. Any reduction of Highway 217 green-time, in order to allow a left-turn movement from Allen Boulevard to Highway 217 would increase this severe safety problem.

8. The current signalization at the interchange provides a five-phase signal. The left-turn movement requested would require a six-phase signal and cause capacity to be reduced from its current operating level of 133 per cent over capacity. Since the signal is operating at a 33 per cent over capacity level, it was recommended that it not be reduced.

9. With the preceeding analyses, the green-time for the left-turn phase on Allen Boulevard would have to come from the through-Allen movement. The city and state traffic engineers both feel this would create an intolerable situation for through traffic on Allen Boulevard and be unacceptable to that major movement of traffic.

In analyzing these findings, I determined the left-turn signal for Allen Boulevard to Highway 217 is not in the best interest of the majority of the people using this facility.

I will try to get back to you as soon as I have information on the Sunset Highway/Highway 217 question.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: R. A. Burco
[redacted] Klaboe
H. S. Coulter
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 14, 1977

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: PORTLAND INNKEEPERS' ASSOCIATION CONCERNS

TO: R. N. BOTHMAN
Metropolitan Engineer

Your May 23rd letter regarding your meeting with the Portland Innkeepers' Association asked that we look into two items: (1) the addition of signing on southbound Highway 217 at Barbur Blvd. for Portland, and (2) the possibility of converting the traffic signal at Allen Blvd. and Highway 217 to an eight-phase to provide for a separate phase for left-turning movements from Allen to Highway 217.

Highway 217 to Barbur Blvd., Portland signing -- Ron Failmezger has investigated this and recommended that we add such signing. By copy of this letter Bill Geibel is requested to have it installed.

Left-turn phase for Allen Blvd. at Highway 217 -- this question came up a year or so ago and we had it investigated by the Traffic Engineering Section. Their recommendation at that time was not to make the change. As a result of your inquiry, we have looked into it again and find the following.

(1) The intersection is already operating over capacity. Adding additional signal phases would worsen this congestion problem.

(2) The collision diagram for the intersection does not show a significant turning problem for Allen Blvd. with respect to accidents.

(3) Traffic on Allen Blvd. is "local" traffic as opposed to high speed highway traffic. This being the case, it tends to be more accustomed to the type of delay encountered waiting for the left turn, and therefore this type of delay is more easily tolerated than one on the main highway.

(4) The cost of the change is estimated to be at least $15,000. In addition to the significant cost involved, our traffic signal crews have ample work to do and don't need a major project such as this one.

RECEIVED
DOT OPERATIONS
JUN 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
F. D. KLABOE

In addition to this information, I have also attached a copy of a June 2 letter from District Engineer Bill Geibel which contains his comments on this proposed change. For all of these reasons we have decided at this time to not change the traffic signal at Allen Blvd. and Highway 217.

Attachment
ELH/gw/cr
cc F. B. Klaboe w/attachment
H. S. Coulter "
L. E. George "
W. W. Geibel w/attachments

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan, OR 97221

June 2, 1977

FILE:

FROM: W. W. Geibel
DISTRICT ENGINEER

SUBJECT: Allen Avenue Interchange
Beaverton-Tigard Highway

TO: Ed Hardt
REGION ENGINEER

In light of the recent availability of maintenance funds you have asked if now is the time to add an additional phase for left-turn traffic on Allen Avenue at the subject interchange. Although I can purchase a $13,000 controller that will add the additional sixth phase to accomplish this I am against its implementation for the following reasons.

1) From looking at the situation in the field I'm not convinced that there is a significant problem. My observations and the observations of the City Traffic Engineer are that the left turn lanes clear one cycle. Trucks do lack the acceleration for clearing the intersection in the alloted time but cars give them the right-of-way.

2) There is a capacity problem and rear-end problem on the highway. In the afternoon peak hour, southbound traffic is backed onto the Beaverton-Hillsdale structure and the southbound on-ramp. Reducing highway green time will only worsen this problem.

3) Ron has indicated that the addition of a sixth phase will create a capacity level of 133% of level of service D. I think this means it isn't good.

4) If the Allen Avenue left-turn phase is added at the expense of Allen Avenue traffic only, I feel this will create an intolerable situation for through traffic on Allen.

I guess what I'm saying is that at this point in time the addition of this sixth phase will aid the few at the expense of many.

WWG/rjg

RE RCE
TE
UE
SO

RECEIVED
JUN 6 1977
REGION 1

RSM
RSC
RBI

PRO 6-2

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

June 7, 1977

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Study Report
Project No. U-F-79(2)
Allen Avenue & Denny Rd. Intchge. Sec.
Beaverton-Tigard Highway
Washington County

Attached for your information is a copy of the study report for Allen Boulevard Interchange portion of the subject to aid you in your consultation with the Oregon State Highway Division during preparation of the final EIS.

Included with the study report are the following documents:

TOPIC	NO. OF COPIES
Public Hearing Transcript	1
Hearing Map	1
Hearing Documentation	1
Relocation Report	1
Right-of-Way Report	1
Plan	1
Profile & Typical Section	1

Upon FHWA's adoption of the final EIS, we request for Project No. U-F-79(2), your authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $63,400, with obligation of $54,397 in federal funds.

JLG:dpy

Attachments

NOTED
H.S.COULTER

cc: H. S. Coulter
F. E. Terpin
Gary Potter
J. H. Versteeg
R. W. Ellison
E. L. Hardt (Region 2)
W. Wakerlig

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

3-17-77

LETTER OF APPROVAL AND AUTHORIZATION

FEDERAL AID PROJECT NO. *U-F-79(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM NO.

ITEM NO. 168

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO Rulien FOR
Info | Invest. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-17-77	Primary 79 (old FAS 628)	Secondary 144

GENERAL LOCATION:
"Allen Ave. and Denny Road Interchange."

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Program change.
Add consolidated primary funds,
TEC $236,573, FF $148,583.

REMARKS

As requested in Mr. Rulien's letter of 3-10-77, I approve the program change to change project number to U-F-79(2) - old US-466(12) to conform with approved system realignment.

Also, as requested, I approve the program change to add consolidated primary funds to supplement the Urban Extension funds at a total estimated cost of $236,573 - Federal funds $148,583.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-77	[signature]	Division Administrator

FORM FR-1240 (REV. 8-76) EXISTING STOCKS OF FORM FR-1240 (REV. 8-68) WILL BE USED

3026

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F 79(1)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 71105

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
Rulien
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-19-77	Primary 79	Secondary 144

GENERAL LOCATION:

"Allen Blvd. Interchange Section"

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Property appraisals and preliminary activities.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The request for hardship acquisition contained in Mr. Rulien's 11-5-76 and 12-29-76 letters has been denied by Regional Right of Way Director. Any negotiations are subject to adoption of the Final Environmental Impact Statement.

You are, however, authorized to proceed with that work shown above at a total estimated cost of $1,000 Federal funds $858.00

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-24-77	E Hahok	Division Administrator

FORM BP-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—381-035

1026

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 20, 1977

Hon. Mike Ragsdale
State Representative
State Capitol
Salem, OR 97310

Dear Mike:

This is in response to your inquiry concerning the Beaverton-Tigard Highway (ORE217).

The Columbia Region Association of Governments has approved preliminary engineering for the off-ramp from Beaverton-Tigard to Scholls Ferry Road, bypassing Washington Square. The planning work is under way now and the survey work will be started shortly.

The pedestrian problem between St. Vincent Hospital and Denny's Restaurant is being considered in the Sunset Corridor public transit analysis, possible re-do of interchange, etc. It is possible that a pedestrian overcrossing might not solve the problem. If either an interchange modification or transit facilities are built, the pedestrian overcrossing could likely be in the way and require major modification. In the meantime, a minimal improvement has been made by placing pavement behind the curbs to provide some semblance of a pedestrian path under the Sunset Highway.

If you have any further questions, please let me know.

Sincerely,

Robert A. Burco
Director of Transportation

RECEIVED
STATE HIGHWAY ENGR.
JAN 21 '77
REFER TO
FOR
Info | Inver. | R/D | D/R | Sign | Act | File

HSC:ia

cc H. S. Coulter
R. N. Bothman
R. P. Hamilton
E. L. Hardt

NOTED
H.S.COULTER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: January 20, 1977

TO: Robert A. Burco
Director of Transportation

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: ORE217, Beaverton-Tigard Highway
Inquiry from Representative Mike Ragsdale

The Columbia Region Association of Governments has approved preliminary engineering for the off-ramp from Beaverton-Tigard to Scholls Ferry Road, bypassing Washington Square. Work should be under way now.

The pedestrian problem between St. Vincent Hospital and Denny's Restaurant is being considered in the Sunset Corridor public transit analysis, possible re-do of interchange, etc. It is possible that a pedestrian overcrossing might not solve the problem. If either an interchange modification or transit facilities are built, the pedestrian overcrossing could likely be in the way and require major modification. In the meantime, a minimal improvement has been made by placing pavement behind the curbs to provide some semblance of a pedestrian path under the Sunset Highway.

HSC:ia

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 18, 1977

FROM: E. W. Rurien
Program Management Engineer

SUBJECT:

In response to Representative Ragsdale's inquiry about ORE 217 (Beaverton-Tigard Highway) two projects are proposed in the section between Scholls Ferry Road-Barnes Road during the next six years.

They are:

1. Denny Road Intchge. - Scheduled in 1977. This project is grading, paving, structure, sign and illumination work. Estimated cost $3,456,000.

2. Allen Ave. Intchge. - Scheduled in 1978. This project is grading, paving, structure and signing. Estimated cost is $3,393,000.

ERH:ljt

Scholls Ferry Road -

St. Vincents - people would walk over to Denny -

Beaverton-Tigard has approved PE for off-ramp from to Scholls Ferry Rd. - bypassing Wash. Sq. area should be underway - Pedestrian problem between St. Vincents hosp. and Deniggs Lostmart is involved with Tenant corridor Public Transit analysis. - Possible re-do of interchange, etc. - Constructing a pedestrian overcrossing structure might not solve the problem and could likely be in the way of and require major modification if either an interchange modification or transit facilities were built. A minimal improvement has been made in placing some pavement on the dirt behind curbs to provide a pedestrian path under the Tenant thing —

81-125.1367

9026

PRO 6-2

December 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rullen
Program Management Engineer

SUBJECT Project No. F-79(1)
Allen Blvd. Interchange
(File 49419-Beasley)

Enclosed is a copy of Mr. Kenath Relfe's letter of December 22, 1976 which provides additional information in regards to the subject hardship property. We trust this additional information will meet with your approval and permit authorization to be given for acquisition of the property as requested in our previous letter of November 5, 1976.

CL:re

cc: J. B. Boyd
F. Lowe
D. E. Swan

9026

November 30, 1976

Department of Environmental Quality
1234 S.W. Morrison Street
Portland, OR 97205

Gentlemen:

We are submitting an Indirect Source Construction Permit application for the Allen Boulevard Interchange Section of the Beaverton - TigarddHighway in Beaverton.

In conformance with the Environmental Quality Commission rules for indirect source permits, OAE 340-20-100 through 20-135, we are submitting; a completed application form; a map showing the location of the site; and a description of the proposed and prior use of the facility.

Approval of the attached permit for a facility as described in the attachments is requested. We will be pleased to work with you as this project progresses.

Very truly yours,

SIGNAL SIGNED BY
D. E. SWAN

for L. W. Rullen
Program Management Engineer

DAR:ab

Enclosure

9026

PRO 6-2

November 8, 1976

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM: L. W. Rullen
Program Management Engineer

SUBJECT: Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following Consolidated Primary project:

Item No.	Project No.	Section Name & PNRS No.
71105	F-79(1)	Allen Blvd. Interchange #7409-2-570

Clrdpy

Enclosure

cc: G. L. Green (FHWA)
D. E. Swan

1026

PRO 6-2

November 5, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulten
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71105
Project No. F-79(1)
Washington County

Attached is data for the subject project.

We request authorization to proceed with the actual acquisition of File 49419 on the basis of hardship under the provisions of FHPM 7-2-2 Paragraph 5d. The property to be acquired is as outlined in red on the enclosed sketch map.

Enclosed is a copy of John Oake's memo of November 1, 1976, with attachments which sets forth the estimated cost of the property and the hardship which exists, and a relocation plan for the family to be displaced. The relocation plan indicates that within a reasonable period of time and prior to displacement a comparable replacement dwelling will be available for this family. Relocation assistance will be provided from the Region 1 Right of Way office at 9200 SE McLaughlin Boulevard, Milwaukie.

Our state relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-6-1.

Authorization to proceed as requested will result in an obligation in total cost and federal funds as follows:

	Total Cost	Federal Funds
Right of Way	$50,000	$42,900
Relocation	5,000	4,260
Demolition	1,000	840
TOTAL	$56,000	$48,000

CL:dpy

cc: J. R. Oakes

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

11/5/76

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21: SR 217, 0.54 mi. N. of SCL Beaverton 68

ADT | PRESENT: 34,000 | FUTURE (66): 66,400 | YEAR (70)(71)(72): 96 | REGION: 10 | STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Right of Way 62

NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (75) | PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14: F- | NUMBER 23: 79

CARD 4

CLASS OF FEDERAL FUNDS: Consolidated Primary

COUNTY NAME: Washington

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. P | FEDERAL-AID (32): *79 | STATE (36)(37): 144 | U.S.

CARD 5

LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (78)	STATE FUNDS	OTHER FUNDS
1 (1-13)	(16)	41	42								
5				PE		"Allen Blvd. Interchange Section"	0.0	375,000	321,700	53,300	
5				ROW							
5				CONST (CODE)							
				PROJECT TOTALS			0.0	375,000	321,700	53,300	

ESTIMATED PROJECT COST BY PHASES

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item U-168

*Former FAS 628

FORM PR-1 (REV. 4-61)

11/5/76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
217, 0.54 mi. N. of SCL Beaverton	ADT	34,000	66,400	96	10	Oregon	41	010	71105

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
								F-	79	(1)		

COUNTY NAME: Washington — CODE: 067

Consolidated Primary

Portland

ROUTE NO. P — FEDERAL-AID: *79 — STATE: 144 — U.S.: —

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Allen Blvd. Interchange Section"	0.0	375,000	321,700	53,300		ROW 180' min; Access Control-full Parking Restrictions Complete.
ROW								
CONST (CODE)								
		PROJECT TOTALS	0.0	375,000	321,700	53,300		

APPROVAL DATES

REMARKS

Additional Data: Item U-168; Project No. US-466(12)

*Former FAS 628

Allen Blvd. Interchange Section

Project No. F-79(1)

Existing Facility :

4-12' lanes A. C. pavement, 16' median and 10' shoulders. Intersection with Allen Ave. is an at-grade crossing with multi-phase traffic signal.

Adjacent Sections:

N. End---4-12' lanes A. C. pavement, 16' median and 10' shoulders

S. End---4-12' lanes A. C. pavement, 16' median and 10' shoulders

Project Data:

Work under this project consists of right-of-way acquisition all phases including relocation assistance and payments and building demolition as required for the future construction of a full diamond interchange with grade separation structures.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data: Allen Blvd. Crossing No. FD-754.60

Name of Railroad -------- Southern Pacific Transportation Co.
No. of Tracks ---------- One (mainline)
No. of Trains ---------- 12 freight per day
No. of Hi-Speed Trains -- None
Present Protection ----- Flashing Lights with drop arm gates
Proposed Protection ---- O'xing structure
Railroad Benefits ------ to be determined

FHPM 7-7-2 Requirements:

Draft Environmental Impact Statement was circulated on

July 30, 19
ment is bei

IM 50-1-70

State Clear
letters of
respectivel

FHPM 7-7-5

(a) Public
Septe

(b) Locati
acti

Data for PR

Moving Cost
Replacement
Inidental C

Building De

NOTE: (1)
(2)

July 30, 1976 and the Final Environmental Impact Statement is being prepared.

IM 50-1-70 Requirement:

State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated October 22, 1974 and November 29, 1974 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings ---- Corridor/Design Hearing held on September 9, 1976

(b) Location/Design ---- Approval will be requested under separate action

Data for PR-37:

Relocation Assistance

Moving Costs (5 families)	$ 2,500
Replacement Housing	30,000
Inidental Costs	500
TOTAL	$33,000
Building Demolition	$ 2,000

NOTE: (1) This project is in Congressional District No. 1.
(2) This project is included in FY 1977 CRAG TIP.

Form FHWA 121 (Rev. 5-73) 902k

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 12, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project US 466(-), Draft EIS
FHWA-OR-EIS-76-02-D
Allen Boulevard Interchange
Washington County, Oregon

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

ATTN: Gary Potter, Environmental Section

Attached for your information and action is a copy of a September 20, 1976, memorandum from the Director, Office of Environmental Policy, with their review comments on the subject DEIS.

At your earliest convenience, please provide this office with your disposition of these comments.

W. L. Green

G. L. Green

Attachment

RECEIVED
STATE HWY ENGR
OCT 13 '76
REFER TO
Gary Potter
FOR
Info | Invest | R/D | D/R | Sign | Act

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: September 20, 1976

In reply refer to: HEV-11

SUBJECT: Comments on Draft Environmental Impact Statement
Allen Boulevard Interchange, Beaverton, Oregon
FHWA-OR-EIS-76-02-D

FROM : Director of Environmental Policy
Washington, D.C.

TO : Mr. Louis E. Lybecker
10-00 Regional Federal Highway Administrator
ATTN: Office of Environment and Design
Portland, Oregon

The subject draft statement has been reviewed by various staff specialists in the Washington Office. The objective of this review is to provide guidance and direction in an overall effort to improve the quality of EIS and 4(f) determinations. You will find attached a list of the comments and suggestions for consideration in development of the final statement.

We would appreciate being informed as to the final disposition of these comments. This requested information may be provided in any reasonable form that we may file, including notes in the margin of a copy of the comments.

for Rex Wells
Michael Lash

Attachment

9

Comments on DEIS
Allen Boulevard Interchange, Beaverton, Oregon
FHWA-OR-EIS-76-02-D

1. Impact upon the wetland areas is mentioned frequently in the DEIS. The statement should be made clear as to the ownership of the wetlands and its use. It is possible that if the wetlands are in public ownership and are used for waterfowl production or as a refuge, a Section 4(f) determination would be necessary. In addition, steps should be taken to minimize the degree of encroachment with fill on these sensitive areas, due to the diversity of wildlife species in the area of the project (see Appendix E). It is also stated that an equivalent amount of wetland will be incorporated into another project as replacement for what is taken by the Allen Boulevard project. Is this replacement near this proposed project area?

2. The Oregon State Highway Division (OSHD) developed algorithms to convert 8-hour carbon monoxide concentrations to reactive hydrocarbon (RHC) concentrations for the 6 a.m. to 9 a.m. time periods and annual nitrogen oxide concentrations. These are shown in Appendix H. We have very serious reservations about the use of algorithms such as these. The relationship between concentrations of reactive hydrocarbons (and NO_x) and 8-hour CO concentrations, if any exists at all, is extremely tenuous and much more complicated than the simple equations used in the EIS. The concentrations of reactive HC (and NO_x) depend on numerous compounding variables, many of which are not well known at present. The simple algorithms only consider traffic volumes, 8-hour CO concentrations, a ratio of emissions, and approximate ratios of reactive to total HC emissions (or NO_2 to NO_x emissions for the NO_x algorithm). Such important considerations as reactivily rates, solar radiation flux, long-range oxidant transport and oxidant scaveging of NO_x and numerous other deviation of RHC and NO_x concentrations by this method is totally unproven, untested, and very misleading (violations of standards are shown where none may exist). There is no reason to predict concentrations of RHC and NO_x within 1,000 feet of the road in the first place. The Portland area is not priority I for NO_x. It is priority I for O_x and CO. A simple gross emissions analysis of HC and NO_x would give sufficient information and would not mislead the reader into thinking that violations of standards exist where they probably do not.

3. It appears that one wind speed, one wind direction, and one stability classification were used to predict the 8-hour CO concentrations. This would probably be satisfactory if no aerometric data existed. However, it appears that data does exist. It would be more accurate (and less questionable by critics of the project) if actual worst case hour-by-hour information was used to predict the 8-hour worst case CO concentrations.

4. Page 17 - What is the significance of 2-hour CO samples? There is no 2-hour CO standards. It is hard to arive at a maximum 1-hour concentration based on a 2-hour average. Also are the average concentrations shown on page 17 representative of background, or are they influenced by Route 217?

5. Page 45 & 46, Tables 12 and 13 - Do the 5-hour CO concentrations shown include background or are the concentrations just from the project.

6. Figures 22 to 27 - Do the isopeths include background or should the background be added to the isopleth concentrations? The isopleths are a very good visual aides. OSHD should be encouraged to use this technique again.

7. On page 20, it is stated that the SHPO has determined that there are no historic sites listed within the project area. The statement should include correspondence with the SHPO to document early consultation and coordination.

8. If an important historic or archeological site is found, the State would first have to go thru Section 106 procedures before any salvage operation could be undertaken. This should be acknowledged in the statement. The statement on page 20 seems to be inappropriate.

9. The statement should indicate whether or not Section 404 or other permits will be required.

CITY OF BEAVERTON

4950 S. W. HALL BLVD. BEAVERTON, OREGON 97005

TELEPHONE 644-2191

September 28, 1976

Department of Transportation
Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

ME PE PR1 PR2 DE
O.S.H.D. - METRO
SEP 30 1976
OE FILE T/A

Attention: Jon Rose

Re: Allen Boulevard Improvement No. 1
Environmental Impact Statement

Dear Jon:

Several months ago, the City of Beaverton, Department of Transportation, and the Federal Highway Administration participated in a joint meeting regarding the above referenced project. At that meeting the Federal Highway Administration Representative, Mr. Wally Bryant, indicated that it would be appropriate for the City of Beaverton to extend the environmental impact statement beyond the immediate project limits (Highway 217 to Main Street) and to include all of Allen Boulevard from Highway 217 to Murray Boulevard in one statement.

The City has no objection to extending the study to Murray, provided that the total cost of the study will be incorporated in the Allen Boulevard No. 1 project in accordance with the existing agreement for cost distribution between various parties involved.

Please advise as to whether or not this is acceptable to the Federal Highway Administration and Department of Transportation, in order that the City may begin preparation of the statement. It is the City's intent to hire a consulting engineer to prepare the entire statement, and in light of that fact, we request that the State discard the existing agreement with CH2M Hill for Noise Study only on the Allen Boulevard No. 1 project.

Should you have any questions regarding this request, feel free to contact me at 644-2191, Ext. 272.

Very truly yours,

Loren D. Meinz

Loren D. Meinz, P.E.
Acting City Engineer

10-7-76
cc: C.W. Head

LDM:tw

9026

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

September 1, 1976

Mr. L. W. Rulien
State Highway Division
207 State Highway Building
Salem, Or 97310

Dear Mr. Rulien:

Re: Allen Blvd. Interchange
PNRS # 7607 4 810

Allen Blvd. Intchge.
Beaverton-Tigard Hwy.
Washington Co.

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Land Conservation and Development Department and the Department of Fish and Wildlife offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

William H Young

William H. Young
Administrator

9-2-76
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
G. N. Hopkins, Co.-City
D. E. Swan
B. L. Gifford
R. H. Bothman
W. W. Geibel

NOTED
R. L. SCHROEDER

WHY:kw

RECEIVED
SEP 2 1976
Office of Assistant State Highway Engineer
DLH GIFFORD
-1-21-76

PROJECT MANAGEMENT
SEP -2 '76
REFER TO
Info
Investigate

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV

JUL 29 1976

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

JUL 26 1976

SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7607 4 810 Return Date: 8-21

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - - -

REMARKS

THIS IS THE ONLY COPY AVAILABLE

As soon as possible, please return to:

Federal Aid Coordination
Intergovernmental Relations Div.
240 Cottage Street, S.E.
Salem, Oregon 97310

Agency LCDC By Dennis Hopp for Jeline Gustafson

LOCAL GOVERNMENT
RELATIONS DIV
JUL 29 1976

This project and its related land use implications must be coordinated and consistent with the City of Beaverton's comprehensive plan and efforts to update the plan (i.e. the city's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between #14: Urbanization and #12: Transportation, and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
AUG 16 1976

PNRS STATE REVIEW

Project #: 7607 4 810 Return Date: 8-21

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

Page 27, Item 3. Mentioned are wildlife species likely to be impacted in the project area for types 1 and 2, but not for type 3. Waterfowl, amphibians and reptiles will likely be the most impacted species in the wetland area.

Page 61, Mitigation of Adverse Impacts. The loss of wetland in the project area is the major adverse impact. We request the Oregon State Highway Division work with fish and wildlife resource agencies in the selection of a site for mitigation.

Agency Fish & Wildlife By Norman Schwarz
ENVIRONMENTAL MANAGEMENT SECTION 8/13/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7607-4-810 Return Date: 8-27

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

See comments from the Oregon Department of Fish and Wildlife

Agency Mike G. By Michael Gilbert

FORM 81-734-3030 1026

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 25, 1976

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: REGION 1 PROJECTS IN DEVELOPMENTAL STAGE

TO: R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

Here are my informal thoughts on several projects that we have in the developmental stage which I hope will help you in becoming familiar with them.

1. The question of a BYPASS OF SCAPPOOSE has been floating around for a number of years. We have promised the City of Scappoose an analysis for a determination of where the route ought to go, but so far haven't produced. Ed Hunter wrote the City last summer and told them that we would have a corridor hearing after release of a DEIS around the end of the year, but I've just recently learned from Cam Gilmour that we're not on schedule and he doesn't know when the DEIS will be out --- he hasn't started on it yet.

Noted
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STATE HWY ENGR
AUG 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We had a meeting with the Scappoose people the other day at CRAG and they are going to respond back to a traffic analysis that we released several months ago telling us that we have overdesigned the Scappoose bypass alternative that appears in that.

We are presently buying right-of-way for the Warren to Scappoose Section and the City has balked at letting us bring that four-lane improvement into Scappoose, at least until the question of the bypass is settled, because they are fearful that if we four lane US30 into Scappoose from the west that will forevermore doom the bypass.

Mr. Klaboe has told the people in the Scappoose area that he doesn't think the bypass will ever be built, but they want it shown on the comprehensive plan anyway. The Planning Commission members most active on this question at Scappoose are Ted White and Stan Pintarich.

2. A little over a year ago Vic Wolfe, Gary Potter, and I met with the City Manager and the Director of Public Works at LAKE OSWEGO to discuss highway improvements through town. We convinced them that a bypass was out of the question because of environmental problems, as well as cost.

As a result of that meeting Mr. Klaboe wrote the City about a year ago and made a commitment that we would start a study for improvements around the fall of 1975. Our position is that (1) a bypass is out of the question and (2) that we should work on the Oswego Creek Bridge problem before we work on the State Street congestion problem due to the hazards involved at the narrow bridge.

Progress on this project has been very slow through the Environmental and Location Sections. It took me until early last spring to get an agreement with the Oswego City Council that we were not going to work on the bypass and that we should work on the bridge problem first. Then there was a holdup submitting the project request to CRAG because Larry didn't want to make waves during the time that the Urban System was being adopted around the first of July. That's where the project is now, waiting for urban funding from CRAG.

3. The City of Lake Oswego is sponsoring an improvement of LOWER BOONES FERRY ROAD FROM MADRONA AVENUE TO JEAN ROAD funded with CRAG urban funds. Maury Payne has done the field location work and the project now awaits hearings before the Planning Commission and/or the public to get their reaction before it is submitted to Salem for final design. The City is working on data for hearings.

4. We have a widening project we have been working on for a number of years on the missing six-lane section of I-5 FROM N. TIGARD TO S. TIGARD INTERCHANGES THROUGH THE HAINES ROAD INTERCHANGE.

The project has been scheduled for a hearing a number of times, starting three or four years ago. The affected citizens in the area, and there are somewhere around 100 right of way files as I recall, are rightfully becoming irate because we don't move on with the project.

The rough draft of the DEIS is about to be released and we may be able to have a hearing perhaps in October or November. Bob Ewen did the location work on the project and is probably most familiar with it, along with Rob Cameron.

5. The ALLEN AVENUE INTERCHANGE project in Beaverton is scheduled for a design hearing on September 9. Jim Cochell has done the field work on that project.

6. The City of Beaverton is doing the preliminary engineering on a widening of ALLEN BLVD. FROM ALICE LANE TO HALL BLVD. They've done most of the field work but have come to the realization that they are not capable of doing an impact statement, so it is our understanding that they are going to hire a consultant for that. With the firing of City Engineer Joe Jackson recently, I suspect the Public Works staff has suffered a lack of leadership and the project seems to be somewhat dormant right now.

7. The INTERCHANGE OF DENNEY ROAD ON HIGHWAY 217 is moving along and is scheduled for contracting early next year.

8. There has been much local pressure lately to build an OFF-RAMP FROM SOUTHBOUND HIGHWAY 217 TO SCHOLLS FERRY ROAD. The Beaverton Chamber of Commerce, the Washington County Board of Commissioners, and the local CPO have all been pushing it. We have a PE project through CRAG and the paperwork is almost completed so that the field work could begin shortly. Rob Cameron has done all of the field work to date.

9. We have extreme pressure from the commercial people in the Tigard Triangle for the completion of the 72ND AVENUE INTERCHANGE RAMPS. They pushed that project through CRAG for bond funding a couple of years ago only to find that the $810,000 allocated is not sufficient for the project -- we now estimate it at 1.7 million.

   We have developed three rough alternatives for the missing ramp legs. Versteeg has submitted a report on the project to Mr. Klaboe, but we've not heard back from it. I suspect we're waiting to see whether the project will be funded with Mt. Hood Transfer Money before we make our next move, since it's not funded otherwise.

10. Last summer Glenn Jackson made some kind of commitment to the commercial interests around Zigzag for a rest area. We call the project the HOODLAND SAFETY REST AREA.

    The proposal is to use a vacant piece of land near Zigzag which has been set aside for park purposes. It lies on the south side of US26. IDT #1 has analyzed the proposal and found it to be unsafe due to the heavy left-turn movements that would occur during the peak seasons on Mt. Hood. The Team's analysis was that there should be either two rest areas built, one on each side of the road, or none at all.

Just lately I understand that the Design Section has been directed to prepare an impact statement for public hearings and I'm not sure exactly what the status is on the project today.

Since the land donated by the County for the rest area is designated as park land, there seems to be a possibility that a 4F statement would be required. Adrian Olson is your contact right now for this project.

11. This office has worked for several years on the field engineering for widening HIGHWAY 212 FROM I-205 TO BORING ROAD JUNCTION. The field work is done and we're in the draft environmental impact statement preparation stage.

    The project is estimated at 7 million and does not appear on the Six-Year Program because it recently went from urban to primary funding and there are no primary funds available for it. We got a strong push at our Six-Year Meeting in Oregon City for the project and Clackamas County is promoting it for Mt. Hood Transfer Money funding. It's a needed project.

12. We're presently doing the field engineering for an improvement project on the CASCADE HIGHWAY BETWEEN OREGON CITY AND MULINO. My hope is that we can do a portion of the project north of Mulino where we have bad alignment, both vertical and horizontal, and a narrow roadway. Rob Cameron has been doing the citizen involvement work on the project and Clair Kuiper the field work.

13. We started a project to flatten the SALMON RIVER CURVES ON THE MT. HOOD HIGHWAY EAST OF GOVERNMENT CAMP. That's a Forest Highway and the FHWA has taken over the project and is currently doing the design work on it.

14. WEIS BRIDGE OVER THE TUALATIN RIVER IN WILLAMETTE is an off-system project sponsored by Clackamas County. We're doing the bridge design work now and it is scheduled for contract in January.

15. The ST. HELENS TRUCK ROUTE is an urban system project advanced by the City of St. Helens. Jim Cochell has done the field work and Rob Cameron has had discussions with the City Council and is familiar with the project.

These are some brief thoughts that have come to mind on these various projects. I've not attempted to cover everything, just to give you some thoughts about what's going on on them. You may want to discuss one or more at some depth as you get more familiar with them.

ELH/cr cc: E. S. Hunter, Hal Versteeg, Frank Terpin

moba
media
box 4653
portland
ore 97208
223-1677

film of allen blvd.

CAHHE1 EIGHT 8/13/76

ANCHORMAN -- Oregon's highway department can usually be found putting up signal lights , but highway officials say there are two lights they'd like to take down. That's if the public agrees.

JEANETTE HARRISON REPORTING

HARRISON NARRATION OVER FILM -- They say this is one of the trouble-makers ... ~~the signal light at Allen Boulevard ...~~ highway 217. The other light in question is a few miles up the highway at Denny Road. The highway department says the signals impede the traffic flow from the highway and cause accidents. An environmental impact study of the last five years reveals there have been eighty five rear end collisions in this spot and thirty seven other types of accidents. To improve safety on Allen Boulevard the state highway department has developed a plan for a vehicle overpass ...

HIGHWAY ENGINEER-- Highway 217 will remain just as it is. However there will be a bridge or a structure built over the tops of the railroad tracks and highway. And this will provide full access for the traffic to go any direction that they wishto go.

HARRISON -- Why is the overpass being built. Why is it needed?

ENGINEER -- Well it's been deemed that there's a high accident frequency here, and after all this is the only two stop lights on a main arterial between here and California.

HARRISON -- The project on Denny Road will be similar to the one on Allen. Cost estimates for the allen boulevard project were slightly over four million dollars when the change was first studied in 1973. Coshell thinks inflation will boost that figure by about thirty percent. Work could begin on allen next year. But first the enviromental impact draft mus be approved by the public. And that's where you come in. If you have something to say or there is something you would like to askabout the allen overpass, the chance will be yours at a public hearing on September 9th. That meeting is at Whitford school, 7935 southwest schools ferry road in Beaverton. If you can't make it the highway department still welcomes your comments by telephone or letter. Jeanette Harrison, channel eight news in Beaverton.

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 26, 1976

Salem, Oregon

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Interdisciplinary Team #1 Meeting

TO: MEMO TO THE FILES

Present at the subject meeting on February 24, 1976 were Ed Hardt, J. H. Versteeg, J. B. Boyd (part of the time), Gary A. Potter, Don Stoudenmeyer, and George Ramjoue'.

The agenda included discussion of the following projects:

72nd Avenue Connections

It was decided to develop the diamond alternative (#1) with modifications to move the ramp further from the school.

Alternative 5 will be subjected to further design study before a report is prepared for the Transportation Commission.

Hoodland Safety Rest Area

Versteeg submitted a proposed design and cost estimate of $220,000. The project has been programmed for PE and the assessment has been completed. The Environmental Section will prepare a negative declaration for implementing the proposal and the no-build. The region will conduct a field survey. Landscape will provide numbers on usage of the proposed SRA. Safety will need to be discussed. A hearing will also be scheduled.

North Tigard-South Tigard Section of I-5

The Draft EIS is scheduled for publishing in May. The tentative hearing date will need to be rescheduled. The region will begin planning for pre-hearing activities.

The possibility of building a model for the job will be investigated. Berms, for noise attenuation, will be included in the project, as appropriate.

Allen Avenue

The loop ramp alternative will be discussed in the EIS but will be dismissed. A final decision will be made after the hearing.

cc: E. S. Hunter
R. L. Schroeder
J. H. Versteeg
J. B. Boyd
L. W. Rullen
Ed Hardt

NOTED
R. L. SCHROEDER

RECEIVED
FEB 26 1976
Office of
Assistant State Highway Engineer

File Br 16134

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1975

RE FHWA 1041BR

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

54-H

Dear Mr. Green:

Allen Ave. Interchange
Beaverton-Tigard Hwy.
Washington Co.

Your October 28, 1975 approval of the preliminary plans for the Allen Avenue Interchange suggested several items for consideration in the proposed pile test program. Our comments on those suggestions are as follows:

1. Static load tests will be included in the pile test program. Piles of several lengths will be driven to various elevations and/or indicated bearings and load tested to determine pile length requirements for both piling driven to bearing, bearing obtained by "freeze" and safe allowable design loads for each. Load tests will be carried to failure or to a reasonable maximum. Such maximum loads must be specified to allow contractor to determine the size of equipment required.

   Soil exploration indicates friction type piling will be required at this site. Prestressed concrete piles are considered to be the only economical choice.

2. Prior use of dynamic measuring devices (as used in Demonstration Project No. 27) have not proven to be functional. Since this testing project will be performed under and during the structure contract, unproven methods or faulty equipment might result in undesirable delays to the contract. Use of this method should be delayed until more satisfactory use of the method has been obtained through further testing.

3. A study of possible fill settlement resulting in negative skin friction on the piling will be made.

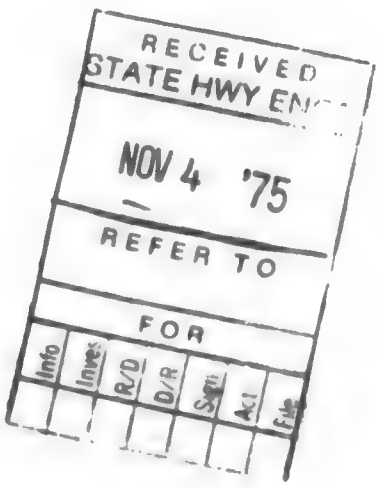
4. Consideration of the use of reinforced earth has been made, but use of this type of construction is not considered desirable on structures carrying high volume traffic, where failure could cause extreme consequences. Trial use of reinforced earth will be limited to locations not subject to serious results if failure occurs.

JLD/ag

cc E. S. Hunter
Jack Davis

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Bridge Engineer



Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 28, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project US - 466(-)
Allen Avenue Interchange
Beaverton - Tigard Highway
Bridge No. 16134

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

ATTN Mr. E. S. Hunter, Deputy State Highway Engineer

Following are comments from our Regional Office concerning subject structure:

"The proposed cast-in-place box girder type of construction and bridge layout appear to be satisfactory. An interesting feature of the proposed structure is the trapezoidal walled pier at the intersection of the ramps and the main highway. Since this is an unusual type of construction we would appreciate receiving design plans when they are developed.

"The preliminary plans are approved subject to consideration of the following comments:

"1. We recommend that the Pile Testing Program be expanded to include static load tests carried to failure. Static tests in conjunction with the State's proposed "freeze" test could indicate that higher allowable bearing and/or shorter piling could be used. It is also recommended that the program be formulated to include different pile types and various lengths such as 40 foot, 50 foot, and 60 foot. We believe the testing program could result in significant foundation savings.

"2. Use of dynamic measurements (Demonstration Project No. 27) during the testing program is recommended. This would provide useful information in correlating the static bearing capacity with the static load test and measuring the hammer efficiency.

"3. It is recommended that the approach embankments be studied for settlement and stability and, if settlement is expected after installation of piles, analysis for negative skin friction should be performed.

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RECEIVED
OCT 31 1975
BRIDGE SECTION

"4. It is recommended that Reinforced Earth be considered as an alternate to the retaining wall structure."

You will note that some of the items above were previously mentioned in our July 28 memorandum. Please let us know what you decide to do.

for G. L. Green

cc
OSHD (Mr. Hart, BR)

RECEIVED
OCT 31 1975
BRIDGE SECTION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 28, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project US 466(-)
Allen Avenue Interchange, Br. 16134
Allen Avenue Interchange Section
Beaverton - Tigard Highway
Washington County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. E. S. Hunter, Deputy State Highway Engineer

We have reviewed the Preliminary Plan submittal and find the type, size and selection acceptable. However, we do not agree fully with the foundation testing proposal.

We note that the locations selected for test piles are not adjacent drill holes and we feel that correlation between the test pile and drill log is a very necessary item for predicting pile reactions. You have not requested pile test loading and we feel at least two test loads are necessary to verify field conditions. The test load could have a considerable effect on the pile lengths. This is particularly important where using a prestressed concrete pile that must be cast in the yard and driven without splices.

Please note we do not object to the driving of the test piles where foundation data is sketchy. However, it seems to us that there is much to be gained by driving and testing some test piles next to drill holes. May we have your comments on the above suggestions.

for G. L. Green

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NOTED
D. O. Christensen

NOTED
W. J. HART

RECEIVED
JUL 29 1975
BRIDGE SECTION

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PLA9

Salem
November 3, 1975

L. W. Rulien

Time and Delay Study on the East end of the interchange for the proposed improvements of Allen Ave. and Hwy. #144.

Mr. Adrian Olson

Att'n: Mr. Marlow Krohn

This analysis took into consideration the total vehicle delay on the East end of the proposed improvements of the Allen Ave. interchange with Hwy. #144 rather than the vehicle delay for just the W-N movement.

For this analysis a 3 phase, 90 second cycle signal installation was used at East end of the proposed Diamond Alternate to permit a left turn phase for the W-N movement versus a 2 phase, 60 cycle signal installation at the East end of the proposed Loop Alernate.

It was estimated that all vehicles wishing to get through a signal cycle at either of these locations would be able to do so without a delay more than the red time for each cycle.

It would be necessary to provide a left turn storage lane for the W-N movement as shown by the Design Section on the Diamond Alternate.

The following is a breakdown of the annual vehicle costs based on 1991 ADT on the East end of the two proposals for this interchange. These values are conservative. It is believed that a more detailed study would indicate a greater difference.

ANNUAL VEHICLE COSTS

	Time Cost	Mileage Cost	Delay Cost	Total Operating Cost
Diamond Alt. with 3-phase signal	$29,070	$35,120	$134,830	$199,020
Loop Alt. with 2-phase signal	53,220	61,430	66,500	181,150
Difference	$24,150	$26,310	$ 68,330	$ 17,870

August 14, 1975

The Honorable Mike Ragsdale
14070 S. W. Rochester Drive
Beaverton, Oregon 97005

Dear Mr. Ragsdale:

During the recent legislative session I met with you and several groups of your constituents regarding the proposed interchanges at the Allen Avenue and Denny Road crossings of the Beaverton-Tigard Highway. These groups were primarily interested in the Denny Road Interchange as it would relate to future widening of Denny Road westerly of the interchange.

As you may remember I advised them that the Highway Division was building the overcrossing structure wide enough to accommodate four lanes as the City of Beaverton's transportation plan called for widening of Denny Road to four lanes.

As a result of local citizen groups' opposition to widening Denny Road the City re-examined its transportation plan and held a formal hearing July 21, 1975 on future plans for Denny Road. The hearing resulted in Resolution No. 1912, a copy of which is enclosed.

In our earlier discussions, I had indicated that we would defer the Denny Road project at least until the City could review its position with the interested citizen groups. I also indicated that it would be possible to contract Allen Avenue first even though this would defer Denny Road several years. This, of course, is not desirable from the standpoint of traffic safety as either grade crossing should be eliminated as soon as the plans can be cleared for contract.

I now believe, based on the Beaverton City Council's Affirmative Action, it is in the public's best interest to proceed with Denny Road as early as possible. Allen Avenue can not be ready for contract until late next year and a public hearing is scheduled for November 18, 1975.

By way of further explanation I am enclosing a copy of a recent letter written by Ed Hardt, Region Engineer. This letter very effectively explains our current position. You may wish to obtain additional details regarding the projects and if this is the case I suggest you contact Mr. Hardt, 453-3003, and he will be happy to meet with you at any time.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:js
Attachments

bc: G. M. Baldwin
F. B. Klaboe
J. H. Versteeg
L. W. Rulien
Walt Hart
V. D. Wolfe
Ed Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 1, 1975

FILE: LOC 17

FROM: EDWARD L. HARDT
Regional Engineer

TO: E. S. HUNTER
Deputy State Highway Engineer

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FOR
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SUBJECT: DENNEY ROAD INTERCHANGE
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

Our hearing for the Denney Road Interchange project held in March of this year caused considerable stir in Beaverton because it brought to the attention of the local residents the question of the future of Denney Road; that is, would it remain a two-lane or would it be, someday, upgraded to a four-lane facility. Denney Road is shown on the Beaverton General Plan as a 44-foot roadway section, which section has a capability of four 11-foot travel lanes. Our proposal for a four-lane overpass structure was predicated on the potential for Denney Road being, someday, four lanes.

Subsequent to our hearing the City Council requested that we keep our transcript open an extended period of time so that they could reevaluate their position regarding the future of Denney Road. As a result we kept the transcript open until June 15 and also told the Council that we would not finalize our design until we had heard from them. Since the time of our hearing the City Council has taken up the question of the future of Denney Road several times, culminating in their formal hearing held on July 21 from 9:30 PM until 12:12 AM. This hearing resulted in Resolution No. 1912 (attached), approved four to one by the Beaverton Council. Section 1 of the resolution states: "The City of Beaverton favors the design and construction of a four-lane, diamond-type interchange, with appropriate access roads to the industrial development in the area, at SW Denney Road and State Highway No. 217."

Under date of July 15 the Location Study Report prepared by Mr. Wolfe's office recommended that the Highway Division proceed with the Allen Avenue project and hold Denney Road pending functioning of the Allen Avenue Interchange leading to a reevaluation of the Denney Road project. This recommendation carries your approval dated July 16. I have attached a copy of this report for your reference. I think, based on the Beaverton City Council's affirmative action on our original proposal for Denney Road, a decision to hold in abeyance the Denney Road project should be reevaluated. I base this on the following:

(1) The Highway Division's goal is to eliminate the grade crossing and stop lights at Denney Road by building some kind of a grade separation structure. The question then boils down to whether it should be merely an overpass or an interchange, and whether the structure should be designed to accommodate two lanes or four lanes of Denney Road traffic.

(2) My evaluation of the testimony which we have received both at our hearing and subsequent thereto is that the preponderance of people see the need for the grade separation and that they also are in favor of an interchange. The controversy has been with respect to the future widening of Denney Road, especially easterly of Highway 217 where a number of large trees would be threatened by such a widening.

(3) The Beaverton General Plan calls for a roadway cross section for Denney Road that would accommodate four travel lanes (44 feet). The Beaverton City Council has affirmed that this is their plan for the future and have requested that we proceed with construction of a four-lane interchange project. Actually, the question of a two-lane structure or a four-lane structure to us is almost academic as the total difference in structure width is only eight feet (72 feet versus 80 feet).

(4) Our traffic projections indicate that we need an interchange at Denney Road and an interchange at Allen Avenue. Admittedly, due to the proximity of the two interchanges, operating conditions will not be ideal, but the two-interchange solution seems to be the best one available to us for handling the overall traffic in the area.

(5) If we defer the Denney Road project until after Allen is built, I can foresee the following schedule:

--- one year to acquire right-of-way and prepare plans for Allen Avenue.

--- one and a half years to build Allen Avenue.

--- one-half year to let traffic patterns stabilize and to evaluate that effect on Denney Road traffic. By this time three years will have elapsed from the original Denney Road hearing and we will have to have a new environmental impact study and a new hearing, thus starting the whole process over again.

--- one and a half years to prepare an EIS, hold a hearing, prepare plans and award a contract.

--- one and a half years to build Denney Road.

This then indicates, conservatively, that it would be at least six years before we could complete the Denney Road project and eliminate the traffic signal and the grade crossing which is, after all, our goal to start with.

I think that the six-year delay is too long to wait to eliminate the traffic hazard and I believe, based on the above points, that all the questions have been answered and that we should proceed with the Denney Road project either concurrently with Allen Avenue or shortly thereafter. Your consideration of this approach is requested.

ELH/cr
Attachments
cc Victor D. Wolfe w/attachments
Hal Versteeg "
Gary Potter "

Certified

RESOLUTION NO. 1912

A RESOLUTION RELATING TO THE DESIGN OF THE DENNEY ROAD INTERCHANGE.

WHEREAS, the Council has held a public hearing and has considered the testimony, reports, information and recommendations submitted by the City Planning Commission, the City staff, the general public and those persons particularly interested in the matter of the design of the proposed Oregon State Highway Division interchange project at S. W. Denney Road and State Highway No. 217; and

WHEREAS, the Council deems it desirable to advise the State Highway Division of the Council's views concerning the design of the proposed interchange project; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. The City of Beaverton favors the design and construction of a four-lane, diamond-type interchange, with appropriate access roads to the industrial development in the area, at S. W. Denney Road and State Highway No. 217.

Section 2. The City Recorder shall forward a certified copy of this Resolution to the Oregon State Highway Division with a request that it be made part of the official transcript of the Highway Division's hearing on this matter.

Adopted by the Council this 28th day of July, 1975.
Approved by the Mayor this 28th day of July, 1975.

ATTEST:

/s/ Ann M. Bjork
ANN M. BJORK, Recorder Pro Tem

APPROVED:

/s/ David McBride
DAVID McBRIDE, Mayor

STATE OF OREGON,
COUNTY OF WASHINGTON,
CITY OF BEAVERTON. } ss. CERTIFICATION

I, Ann M Bjork Pro Tem, Recorder for City of Beaverton, [illegible], Oregon, certify that this instrument is a true copy of the original and part of the official records of the City of Beaverton, Oregon.

Dated this 30th day of July, 1975

Ann M Bjork
Recorder for City of Beaverton, Oregon

File Br. 6134

OREGON STATE HIGHWAY DIVISION

Your File 1041 BR.1

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 16, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

E S HUM

Dear Mr. Green:

Oregon Project US 466(-)
Allen Avenue Interchange, Br. 16134
Allen Avenue Interchange Section
Beaverton-Tigard Hwy.
Washington County

Enclosed are five prints each of Drawings Nos. 30785, 29351, 30438 and 30439 which are the preliminary plan and elevation, vicinity map and foundation data sheet for the subject structure. Also enclosed are five prints of the approved geometric sheet and five copies of the foundation recommendation.

The roadway width has been reduced from 96 feet to 80 feet since our March 13, 1975 submittal. The alignment, roadway width and sidewalk are in accordance with the requirements established for this project. The elevation was established to provide a minimum clearance of 23'-6" over the railroad and 17 feet over the Beaverton-Tigard Highway. The length of the main structure is required to span the railroad and highway with 2:1 slopes at each end. The height of the fill and proximity of the toe of slope to the highway shoulder and railroad determined the structure lengths of the ramps.

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Precast beams or precast box beams combined with cast-in-place construction were considered but due to the complexity and unique alignment of this structure, cast-in-place box girder construction was determined to be the most feasible type. Box girder construction is also more aesthetically pleasing for this location in a populated area. Architectural treatment of the large slope-sided main column will enhance this focal point of the project. The large voided main column was chosen over the many columns that would be required with conventional column and cross beam bents.

During construction Allen Avenue traffic will be routed on a detour interchange to the north of the existing road.

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $2,838,000.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

JMT/ag
Encls.

cc E. S. Hunter
L. W. Rulfen
V. E. Skoog
J. H. Versteeg w/encl.
E. L. Hardt w/encl.

... 7026

July 11, 1975

939-5
1453-5

Mr. Duane Hennessy
2936 NW Verde Vista Terrace
Portland, OR 97210

Dear Mr. Hennessy:

Your letter of June 27 outlined a number of problems associated with the intersection of Highway 217 and Allen Boulevard. This office agrees that traffic problems at this intersection have increased to a point where considerable effort will be necessary to correct them. In light of this, you will be pleased to know that a full interchange is tentatively scheduled for bid opening in the second quarter of 1976.

You mentioned a problem connected with traffic on Allen Boulevard having trouble turning north due to the Allen Boulevard traffic blocking this movement. To correct this situation at this time would entail the expenditure of considerable funds for roadwork and signal equipment revisions, and with the scheduling of the interchange in the near future, the expense would not be justified.

Operation of the left-turn signal will vary somewhat. If there is no opposing traffic in the opposite left-turn pocket, the occupied left-turn pocket and its complementary through movement will operate together.

Your description of the signal operation at various times would seem to indicate there is some signal equipment improperly functioning, particularly in the vehicle detection operation. The signal operation will be subject to a field investigation and corrective measures will be made as necessary. We hope this answers your questions adequately.

We appreciate your taking the time to write to us bringing these traffic problems to our attention. If further information is desired, please contact us again.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
L. E. George
E. L. Hardt
- Please investigate & report to Traffic Section

WRZ:pb: ab

RECEIVED
STATE HWY ENGR
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Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File
K ✓

2936 N W Verde Vista Terrace
Portland Oregon 97210
June 27, 1975

State Highway Department
Salem
Oregon

Sirs:

The traffic problem at the intersection of Highway 217 and Allen boulevard on the Beaverton outskirts is abominable and I would like to direct your attention to the problem.

1-It needs an overpass.

2-After a train passes, during which cross traffic and both left turns are halted, the congestion is bad, particularly concerning left turns. Once the train clears, cross traffic is re-started. Usually a left turn follows, but it is skipped in both directions. Then the through traffic resumes, then the cross traffic and finally, on the second time around, left turns start once more. Frequently 25-30 cars are back up awaiting a left turn.

Why is the left turn cycle skipped after the cross traffic has resumed?

3-Around 8:15 each morning, which I presume is typical, when it comes time for the left turn, the turn from the south into Beaverton is permitted. But there is no simultaneous left turn in the other direction toward Raleigh Hills. If there is some reason for this skip it isn't apparent.

4-Around 4:00-4:30 P.M. only 2 or 3 cars frequently are able to make the left turn from Beaverton north toward Cedar Hills because the stream of cross traffic crossing 217 blocks the left turns.

5-This as you see is an all-around bad situation.

Sincerely,

Duane Hennessy

DH:ms

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R. L. S

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 6, 1975

FILE: LOC 17

H. S. COULTER

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: ALLEN AVENUE INTERCHANGE

TO: MEMO TO THE FILE

On June 3 I attended a luncheon meeting with the Beaverton Industrial Park Association regarding the Highway Division's plans for the Allen Avenue Interchange construction. The Beaverton Industrial Park Association represents those businessmen located along Allen Avenue in the Southern Pacific Company's industrial park area east of Highway 217. Mr. Chuck Carl (646-6844) is the president.

I told the group that we were just now drawing up our plans and doing an environmental investigation for the project so that I could not answer specific questions about the design of the project and handling of traffic. I said I thought it was good that we got acquainted at this early stage so that their input could be carried into our design. I told them I would keep them posted as our design progressed.

As one might imagine, their concerns are for trucks entering and leaving the expressway via the interchange. A question was raised regarding the addition of a loop ramp westbound on Allen Avenue to southbound on Highway 217. This is the principal direction of truck traffic from the industrial park. I replied that my information was that the expressway might not be able to handle the traffic volumes at the rate that a loop ramp could generate. The group seemed to feel better about access to the expressway when I told them that there would be a turning lane devoted full length of the structure for each direction and there would be traffic signals at the ramp termini. A person representing Reser's Fine Foods mentioned his concern for truck maneuvering into his plant during the time the Allen Avenue detour is pushed up against his building. He's also concerned about the loss of employee parking space during this time. This is mentioned here to forewarn Ken Rolfe for use during future negotiations.

Prior to this meeting I reviewed the data in our files regarding the staging of traffic during the various phases of construction of the project. Based on this review I am not confident that we have developed the best plan for handling traffic. For instance, the northbound to eastbound move from the expressway onto the proposed detour will be difficult due to the intersecting angle of the two roads. We showed an alternative for this which would require an easement for additional right of way. I'm not sure just

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JUN 10 1975
Office of
... Highway Engineer

how thoroughly these two design choices have been investigated. As a result, by copy of this memo Mr. Versteeg is requested to take a thorough look at the traffic handling through the various stages of construction for the Allen Avenue project. We are available to help in this study to whatever degree is desirable.

ELH/cr
cc H. S. Coulter w/attachment
J. H. Versteeg "
K. L. Rolfe "
James Cochell "

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3 June 1975

BEAVERTON
INDUSTRIAL
PARK
ASSOCIATION

POST OFFICE BOX G
BEAVERTON, OREGON
TELEPHONE 646-6844

Mr. Edward L. Hardt
Regional Engineer
Highway Division
Department of Transportation
9200 SE McLoughlin Blvd.
Portland, Oregon 97202

Dear Mr. Hardt:

We thank you for your sincere interest in the industrial residents of the Beaverton area. Your presentation today concerning the proposed Allen Avenue-Highway 217 Interchange was most interesting and well received.

Enclosed please find a list of those companies represented at today's meeting.

Thanks again for your audience in listening to the interests of our group. We are looking forward to seeing you again at one of our future meetings.

Sincerely,

BEAVERTON INDUSTRIAL
PARK ASSOCIATION

Charles L. Carl

CLC/gm

encl.

ACTION ALLEY
ALLEN C. EDWARDS REALTY CO.
AMERICAN INTERNATIONAL FOREST PRODUCTS
BEAVERTON SCHOOL DISTRICT #48
BLAESING GRANITE CO.
BLUE RIBBON SPORTS
CHRYSLER CORPORATION
DELUXE CHECK PRINTERS
DRAKE INVESTMENT
FABRICUT INCORPORATED
GENERAL MOTORS CORPORATION
GEORGIA PACIFIC DISTRIBUTION CENTER
GLASER BROTHERS
GRANDMA'S COOKIE COMPANY
GREENWOOD INN
GRIFFITH ROOFING COMPANY
HEARIN PRODUCTS INC.
HEATER MUSIC COMPANY
HOLLMAN HOMES
HOODY CORPORATION
LEONETTI FURNITURE
MALETIS INCORPORATED
MERCER INDUSTRIES, INC.
OREGON MANUFACTURING CO.
OROWEAT BAKERS, INC.
PAYLESS DRUG STORES, INC.
RESER'S FINE FOODS, INC.
SAVAGE WHOLESALE BUILDING MATERIALS
SIVERS CONSTRUCTION CO.
SOUTHERN PACIFIC CO.
U-LOCK-IT
U.S. PLYWOOD
R.M. WADE COMPANY
WESTCO PRODUCTS INC.
WESTERN BATTERIES, INC.
WESTERN KRAFT
WEYERHAEUSER CO.

9026

Robert W. Straub
XXXXXXXXX

May 8, 1975

The Honorable Blaine Whipple
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Whipple:

Enclosed is a copy of a report written by our Regional Engineer Ed Hardt concerning the activities of the City and County with regard to Denney and Allen Avenues Interchange proposed on the Beaverton-Tigard Highway.

COPY 58

Since you have had several constituents discussing this matter with you I felt that you should have this information available.

Since the local agencies and the citizens involved all wish to see Allen Avenue constructed first, we are currently doing what we can to expedite that project in order that it can be constructed as soon as possible and prior to the Denney Road project.

Very truly yours,

R. S. Hunter
Assistant State Highway Engineer

RSH:js
Enclosure

bc: F. B. Klaboe
A. E. Johnson
R. B. Sipprell

Robert W. Straub
XXXXXXXXXX

May 8, 1975

The Honorable Mike Ragsdale
State Representative
Capitol Building
Salem, Oregon 97310

Dear Mr. Ragsdale:

Enclosed is a copy of a report written by our Regional Engineer Ed Hardt concerning the activities of the City and County with regard to Denney and Allen Avenues Interchange proposed on the Beaverton-Tigard Highway.

Since you have had several constituents discussing this matter with you I felt that you should have this information available.

Since the local agencies and the citizens involved all wish to see Allen Avenue constructed first, we are currently doing what we can to expedite that project in order that it can be contracted as soon as possible and prior to the Denney Road project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js
Enclosure

bc: F. B. Klaboe
A. E. Johnson
Ralph Sipprell

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 6, 1975

FILE: LOC 17

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD-ALLEN AVENUE
CONSTRUCTION SEQUENCE

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

On May 5th I attended a meeting in Beaverton City Hall with Larry Sprecher, City Manager; Ron Meinz, Asst. City Engineer; Ken Meng, Washington County Director of Public Works; and Bill Geibel and Jim Cochell of the Highway Division. I had requested the meeting after receiving a letter from Ken Meng dated April 29 in which he expressed his concerns for our plans to construct the Denney Road Interchange before the Allen Avenue Interchange. A copy of this letter is attached to this memo. I felt it would be prudent for the Highway Division, the City of Beaverton, and Washington County to discuss together the relative sequence of the Allen and Denney Road Interchange projects.

I mentioned that the Denney Road project was scheduled prior to Allen Avenue because the environmental investigation was less complex at Denney and could be done more promptly. Mr. Sprecher commented that from a traffic-handling standpoint that it would be preferable to do Allen first, since it is a more heavily traveled street than Denney Road. I also said that if a decision was made to do Allen first, then it would stay on the schedule for fiscal year 1977 and Denney Road would merely be delayed until Allen was completed, thus putting Denney off three or four years.

Mr. Sprecher took the position that if the two jobs were done at about the same time, the projects would be better accepted by the public. In his frame of reference "about the same time" is within a year. He would prefer to stay away from the concept of building Denney and having it completed for a long period of time while Allen is under construction because of the additional traffic that that situation would put onto Denney Road. Ken Meng generally concurred in this position.

I told Mr. Sprecher and Mr. Meng that due to the delay now being experienced for the Denney Road project, due to the Beaverton City Council's request to delay closing the hearing transcript, that it may very well be that the jobs will be contracted within a twelve-month time span. I told them I would do what I could to expedite the Allen Avenue project. By copy of this memo Gary Potter is requested to bring the project along just as rapidly as fits his schedule. This approach was acceptable by both gentlemen. Mr. Meng's concern

Rubin, Potter, Hardt, Boyd } 5-8-75 I have received many requests to build Allen Ave first if it makes sense. Let's expedite Allen Ave. and we will attempt to contract sept May or June F.Y. 76. ESH.

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

for the work by the Unified Sewerage Agency in the Denney Road area, I believe, will take care of itself. The new sewage treatment plant should be on line by the first of 1976 and sometime thereafter the complete connection between the old plant and the new system should be completed, which should tie in with the beginning of our construction on Denney Road. I don't believe there will be a problem there.

ELH/cr
cc E. S. Hunter w/April 29 letter
J. H. Versteeg "
Gary Potter "
Kenneth Rolfe "
James Cochell "

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

April 29, 1975

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Mr. Ed Hardt, Region I Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

REF: Highway 217-Denny-Allen Interchanges

Dear Mr. Hardt:

I am aware of no disagreement with the fact that grade separated interchanges on Highway 217 at Denny Road and Allen Avenue are needed for the safe, efficient flow of traffic on the facilities mentioned. It is my understanding that funds have been programmed through the Oregon State Highway Division for the construction of both of these facilities. It is further my understanding that the environmental impact statement and right-of-way requirements for the Allen Avenue improvement are more involved than the Denny improvement and, for that reason, the Highway Division plans to construct the Denny Road improvement first.

In evaluating the order and time frame of the two interchanges, we have developed some concerns from the standpoint of the local agencies having jurisdiction for the intersecting roads. Some of these concerns are discussed below.

CITY OF BEAVERTON PLANS — Concern was expressed at the first hearing on the Denny Road interchange proposal and, as a result, I understand the city requested additional time to evaluate its plans and hopefully respond by June 15th. In discussions with the city, I understand that two alternatives are under consideration for the portion of Denny between Hwy 217 and Hall Blvd. One of these calls for the widening and improvement of Denny Road while the second is an improvement on a new alignment connecting Hart Road with the proposed Denny Road interchange. This second alternative would lie southerly from Denny Road and in all probability leave Denny in a local street classification. This segment of Denny Road showed a 1973 ADT of 6,400.

The segment of Denny Road between 217 and Scholls Ferry Road had a 1973 ADT of 3,450 and, while this segment serves as a connector between the two state highways, it is more heavily encumbered by existing residential development. My information is that the city has no immediate plans for a widening of this section. The entire road from Scholls Ferry to Hall is an established county road under county jurisdiction.

While it would be desirabel if city plans for the segment between 217 and Hall were firmed up before the designing of the Denny interchange, it is unlikely that the city could be in this position by June 15th.

ROADSIDE CULTURE — It is evident that the roadside culture on Denny, both east and west of 217 is predominately residential and includes a grade school and church. The roadside culture on Allen, while containing some multi-family residential, is not predominately residential and contains no schools.

PEDESTRIAN FACILITIES Generally speaking Denny Road has a greater demand for pedestrian and bicycle movement than Allen and yet contains less width and fewer facilities to accommodate this demand than does Allen. The County, school district and P.T.A. have expended additional funds for overhead school zone warning signs thus giving recognition to the pedestrian facility deficiencies currently existing on Denny Road.

ANTICIPATED TRAFFIC PATTERNS Although the State Highway Division has made no study, we anticipate that if Denny is constructed first, during the period between the completion of it and the completion of the Allen interchange (possibly two years) some of the traffic bound for Allen Avenue would use the Denny interchange and connecting local streets as a more convenient vehicular route, thus adding to the ADT and hazards on Denny Road. The recent announcement that King Blvd. would be made a through street between Allen and Denny as well as the city's improvement of Lombard are part of the basis for this assumption.

UNIFIED SEWERAGE AGENCY PLANS The Unified Sewerage Agency of Washington County has constructed the Fanno Creek Interceptor Sewer which ultimately will transport all sewage from the Fanno Creek basin to the new U.S.A. plant at Durham. While the Durham plant is scheduled to commence its "shake-down" operation in January of 1976, the Denny Road sewage treatment plant cannot be taken off line until the agency is assured that the new plant is performing satisfactorily. As you know, the Durham plant is a complicated tertiary treatment type and could be sometime in this "de-bugging" phase. At the time the Denny Road plant can be taken off line, four separate trunk lines presently leading to the pump station of said plant located near the proposed industrial access road in the southwest quadrant of the proposed interchange will need to be connected directly to the Fanno Creek Interceptor. This will entail an operation of sizeable excavation and underground work and, could more conveniently be handled before the interchange is constructed. The agency is currently considering future use of the Denny plant site after it is taken off line, but as yet they have come to no definite decisions. Construction of the interchange however, after the Denny Road plant is closed could reduce some of the conflicts between interchange construction and plant use.

ALLEN AVENUE IMPROVEMENT While the City of Beaverton is in the planning stage in the vicinity of Denny Road, our understanding is that said city is prepared to implement an FAU project for improving Allen Avenue from Lombard to 217 this summer. This work should fit in well with the construction of the Allen Avenue interchange.

While we certainly concur with the need to construct both interchanges and, according to our understanding, funds are programmed for both projects and, while we realize there are some time consuming problems relative to the Allen Interchange Project, we feel that in light of the foregoing it would be preferable to schedule the construction of the Allen Interchange ahead of the Denny Interchange.

These comments are for your consideration and while I am sure there are many individuals and groups who have imput into the decision of the construction phasing, we would be glad to discuss the matters set forth herein with you.

Very truly yours,

Ken Meng
Director of Public Works

KM:js
cc: Manager, City of Beaverton
Lucy Sarles, Dist. #48 Safety Committee
County Administrative Officer
Deputy Director of Public Works
Manager, Unified Sewerage Agency

R/D
D/R
Sign
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File
FOR
REFER TO
MAY 6 '75
RECEIVED
STATE HWY ENGR

5-7-75

Wednesday April 30

NOTED
E. S. HUNTER

Dear Mr. Hunter -

I want to personally thank you for your time and information today. After only a few weeks of "experiencing" my area I feel that "thank" get shattered down a bit, so I want with "personally". I know we all will feel the same way when I see them tomorrow night.

NOTED
F. B. KLABOE

I know that a real image from our area would be answered if Allen Avenue was the first to be constructed - two reasons: the major concern as I stated was the impact of Denny without an interchange at Allen and second, during a study time to consider the Bellevue Council that Denny could indeed exist as an overpass for a thread of time.

Thank you again

Diane Stadhope

NOTEL
E. JOHNS

MRS. JACK F. STANHOPE
6990 S.W. ROLLINGWOOD DRIVE, BEAVERTON, OREGON 97005

PM
1 MAY
1975

Mr. E. A. Hunter
Highway Division
Department of Transportation
State Highway Bldg.
Salem, Oregon 97310

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Robert W. Straub
XXXXXXXXXX

May 7, 1975

Mr. Kent Pothast
6770 S. W. Rollingwood
Beaverton, Oregon 97005

COPY #8558

Dear Mr. Pothast:

I have reviewed your summary of our recent meeting concerning the Denny and Allen Road Interchanges. Enclosed is a copy with two minor corrections I would suggest.

I appreciated the opportunity of meeting with you and your group and if, in the future, you have further questions please feel free to call or come see me at any time.

Very truly yours,

R. S. Hunter
Assistant State Highway Engineer

RSH:js
Enclosure

bc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
E. L. Hardt

5 MAY 75

HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OR 97310

Attn: Mr. E.S. HUNTER

Dear Mr Hunter:

First I would again like to thank you for your time and patience at our meeting on April 30th.

Enclosed is a summary of our conversations as we heard and interpreted it. If you feel there are any errors in it please let me know and I'll make the necessary corrections.

Yours Truly,

Kent Pothast

KENT POTHAST
6770 SW ROLLINGWOOD
BEAVERTON, OR 97005

RECEIVED
MAY 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO: City Council of Beaverton

FROM: Denney Road Neighborhood Association

RE: Visit with Mr. E. S. Hunter of the Oregon State Highway Division on April 30, 1975, in Salem, OR

THE FOLLOWING IS A LIST OF ITEMS DISCUSSED WITH MR. HUNTER AND HIS RESPONSES TO THEM:

A. In regard to the impact of the fill material for a Denney Road interchange encroaching into the Fanno Creek flood plain and lessening its reservoir or "surge" capacity, Mr. Hunter stated that they had not made a particular study of this but that in his opinion there would be an infinitesimal impact on flooding of upstream homes. We asked what legal recourse these homeowners would have if this were later discovered to be not true. Mr. Hunter said there would be no legal recourse because there would be no way to prove that the flooding was caused by their fill rather than by some other development. We then discussed the non-enforcement of law requiring developers to prove that their developments will not cause flooding to existing properties.

B. In regard to the use of Denney Road as a construction haul-road, to bring in fill material, we discussed the fact that Denney is not in the best condition now and also expressed concern about safety relative to Vose School. Mr. Hunter said that he could see the problems involved and stated that the City of Beaverton would have to initiate an ordnance prohibiting the use of Denney as a haul-road.

C. In regard to an interchange at Denney preceding the Allen Avenue interchange, Mr. Hunter acknowledged that this would attract additional traffic to Denney and that the present condition of Denney and the present safety problems of Vose School might not make it feasible to do Denney first. The State has received letters from residents on this and it does concern them.

D. In this same vane Mr. Hunter said that right-of-way is no longer a problem on either Allen or Denney and it just happens that the plans and designs are further along on Denney.

E. When asked about concerns that we have heard regarding possible loss of federal funds, Mr. Hunter said that this is not a factor on either Denney or Allen.

F. We discussed in length the safety concerns, monetary concerns, etc., that were brought up at last week's Council Meeting. Many options and opinions were gone into without resolving anything, but then we had not expected any decisions to be made at that meeting.

The State's preliminary design was based on the projected traffic flows which came from the State's computer program with input from the City of Beaverton. Mr. Hunter acknowledged that the projections were based on maximum allowable development in the area, ~~infinite~~ street capacity, based on future improvements to local roads, free-flowing traffic system, etc., but was not prepared to discuss the validity of those assumptions. The projection was all that the State had to go on and they used it.

F. (cont.)

The State's concern is getting rid of the dangerous ~~lights~~ signalized at grade intersections that now exist on Highway 217. If the City makes decisions or takes actions that will affect the requirements for a Denney Road interchange, the State will change its plans accordingly. One possibility discussed was to put in only an overpass at this time and, if future needs dictate, to convert the overpass to a full interchange at some future date. The State would retain the necessary right-of-way. We started a discussion on feeder roads necessary to convey people to Allen or Progress interchanges, but our time ran out and the meeting was adjourned.

Robert W. Straub
XXXXXXXXX

May 5, 1975

The Honorable Blaine Whipple
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Whipple:

As requested we have reviewed the concerns raised by Mr. and Mrs. Ken Hammon in their letter to you.

When plans were completed and right of way purchased for the Beaverton-Tigard Highway in the middle 1960's there were to be interchanges at all major road intersections, including Allen Avenue and Denny Road. Availability of funds precluded construction of four of these interchanges in the initial construction of the highway. Walker Road Interchange was added before the Sunset Highway-Beaverton Section was completed and Greenbury Road Interchange was completed last year. Only Allen Avenue and Denny Road signalized intersections remain on the 7-1/2 mile section from the Sunset Highway to Interstate 5. This makes these isolated intersections particularly bad since they are unexpected after traveling the freeway for some distance each side.

The accident rates for the sections of highway which include these intersections is twice as high as the statewide average for urban, non-freeway sections and about 10 times the statewide average for urban freeways. Elimination of these signalized at-grade intersections is felt to be necessary for the safety of the motoring public.

The areas adjoining Allen Avenue and Denny Road are building up and developing and regardless of whether the interchanges are constructed the increased traffic will probably occur and the need for widening the roads will be there unless something is done to control or prohibit increased use. Consideration was given to elimination of one of the two interchanges; however, the predicted traffic congestion was such that this did not appear appropriate.

I am advised that the City of Beaverton is currently re-evaluating their transportation plan, including Denny Road, and the Highway Division has agreed to hold the project files open until the City has had an opportunity to determine what the future treatment of that facility might be.

At such time as that decision is made the interchange plans will be reviewed and revised as necessary considering the results of the public hearing and any revisions made to the City of Beaverton's transportation plan.

I attended a meeting April 30 with Representative Ragsdale and a group of people from the Denny Road area. They are concerned that the City plan calls for widening Denny Road to four-lanes and extending it westerly. I advised them that this was a matter to take up with the City and that our interchange plans could be changed to meet a revised city plan.

They also asked if it would be possible to eliminate the Denny Road Interchange and only construct an overcrossing for Denny Road. I advised them that if a revised City plan did not call for improvement of Denny Road and if the existing or planned for streets parallel to the Beaverton-Tigard Highway would handle the traffic to the Allen Avenue Interchange, we would consider only an over-crossing for Denny Road with no access to the highway.

If this idea were adopted the Allen Avenue Interchange would have considerable more traffic than currently projected. In fact, there is the possibility that it would be overloaded to the extent it would be unsafe and not work properly. I am sure this will be investigated as the City reviews their transportation plan.

I hope this information will answer the questions raised by Mr. and Mrs. Hammon; however, if they wish to discuss the matter I will be happy to meet with them at any time.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:jh/ESH:js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
E. L. Hardt
R. B. Sipprell

HOME ADDRESS
BLAINE WHIPPLE
8455 SW BROOKRIDGE
PORTLAND, OREGON 97225

WASHINGTON COUNTY

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
VICE CHAIRMAN:
LOCAL GOVERNMENT AND ELECTIONS
MEMBER:
REVENUE
TRANSPORTATION

April 16, 1975

Mr. Ed Hunter
State Highway Division
Salem, Oregon

Dear Mr. Hunter:

Earlier this week, my research assistant visited with you about the Allen Ave. and Denny Road interchanges on Highway 217. My involvement in this issue comes as a result of a letter from a constituent (see attached).

I would like you or some other appropriate person in the Division to reply to the concerns raised by the Hammons. I think the scope of the projects are such that such valid concerns should be adequately answered.

Sincerely,

Blaine Whipple

Blaine Whipple
Senator

BW:dc
Enc.

cc: Mr. & Mrs. Ken Hammon

RECEIVED
APR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MAR 2 4 1975

March 21, 1975

Honorable Blaine Whipple, State Senator
State Capital
Salem, Oregon

My Dear Senator:

I would like to point out to you another classic example of the State Department of Transportation Division of Highways position of spending monies. (Let's spend it or like the example of the camel getting his head in the tent and the rest is easy.) Can you imagine a full diamond interchange and one half mile later another full diamond interchange at the expense of the taxpayers?

They will do this at Highway 217 and Denny Road in Beaverton. Compounding the problem is the fact that the City of Beaverton's master plan calls for changing Denny Road from a residential street to a major arterial thus converting it from a two-lane to a four-lane boulevard requiring a 66 foot right of way which would abolish numerous homes and natural foliage and have an adverse impact on Fanno Creek with additional flooding caused by additional paving.

The Division of Highways, in their traditional manner, has outlined this as being a project totally based on safety and not requiring an environmental statement. Yet, if you look at the total project; i.e., the Division of Highways and the City of Beaverton, it can't help but be an adverse environmental impact by removing residences and considerable natural foliage.

I would appreciate it if you, as my State Representative, could look into the total picture rather than we the residents having to take on both the City of Beaverton and the State Division of Highways. I would be glad to have a meeting of concerned residents in my home to discuss this matter with you and to make our collective feelings known to you.

Sincerely,

Ken and Pat Hammon

Ken and Pat Hammon
9955 S. W. Maplecrest Ct.
Beaverton, Oregon 97005
Telephone - 646-6687

cc: Oregon State Dept. of Transportation
Renee Fellman - Beaverton City Council
Jack Nelson - Beaverton City Council
R. P. Hackl - Beaverton City Council
Sharon Ritter - Beaverton City Council
David McBride - Mayor of Beaverton

Form FHWA 121 (Rev. 5-73) 1024

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project US 466(-)
Allen Avenue Interchange #16134

1184 J

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's March 13 letter transmitted preliminary plans for the Allen Avenue structure. In reviewing our records we can find no approved interchange layout reflecting the geometrics proposed in this submission. Before we can proceed with the bridge review, it will be necessary for you to submit an interchange layout for approval.

Due to the high cost of this structure it will be necessary to forward it on to our Region office for their review. We will have to hold that submission up until we receive copies of the foundation report and recommendations.

For G. L. Green

NOTED
E. B. HUNTER
CC Hart
Horstkoy
Rulion

NOTED
L. E. JOHNSON 4-21-75

RECEIVED
STATE HWY ENGR
APR 16 '75
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

RECEIVED
APR 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File Br. 16134

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 13, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

E. S. HUNT

Dear Mr. Green:

Allen Avenue Interchange
Allen Avenue Interchange Section
Beaverton-Tigard Highway
Washington Co.

Enclosed are five prints each of Drawings 29433 and 29351, the preliminary plan and elevation and vicinity map, and five prints of the approved geometric sheet for the subject structure. The foundation report will be forwarded when it is completed.

The alignment, roadway width and sidewalk are in accordance with the requirements established for this project. The elevation was established to provide a minimum clearance of 23'-6" over the railroad and 17 feet over the Beaverton-Tigard Highway. The length of the main structure is required to span the railroad and highway with 2:1 slopes at each end. The height of the fill and proximity of the toe of slope to the highway shoulder and railroad determined the structure lengths of the ramps.

Precast beams or precast box beams combined with cast-in-place construction was considered but due to the complexity and unique alignment of this structure, cast-in-place box girder construction was determined to be the most feasible type. Box girder construction

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MAR 1 - 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

is also more aesthetically pleasing for this location in a populated area. Architectural treatment of the large slope sided main column will enhance this focal point of the project. The large voided main column was chosen over the many columns that would be required with conventional column and cross beam bents.

During construction Allen Avenue traffic will be routed on a detour to the north of the existing road.

The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $2,987,000.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT/ag
Encls.
cc E. S. Hunter
L. W. Rullen
V. E. Skoog
Ed Hardt w/attach.

1026

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

J. N. PEET
Director

November 7, 1974

11-12-74
cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt
R. E. Etherington - CRAG

Mr. A. D. Olson
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Olson:

NOTED
F. B. KLABOE

Subject: Allen Avenue Interchange
PNRS #7409 2 570

The State Clearinghouse has received additional comments on the Allen Avenue Interchange project from the Department of Environmental Quality subsequent to the issuance of its original sign-off letter of October 22. A copy of these comments is attached for your attention.

A copy of this letter should be forwarded to the Federal funding agency as required by OMB A-95.

Sincerely,

Robert K. Logan
Administrator

RECEIVED
STATE HWY ENGR
NOV 15 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
NOV 12 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | 3

RKL:Lm

Attachment

1 Mr. Haug
2 A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 8 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring up
Other

BEN GIFFORD
9-17-74

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOV 6 1974
GRANT RELATIONS DIVISION

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7409 2 570 Return Date: OCT 15 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT - 7 1974

____DNF ____TEMP ____PERM

- - - - - - - - - -

REMARKS * Over the short range

Short range impact (from an air pollution viewpoint) should be favorable while the long range impact might be adverse. While the proposed type of improvement tends to increase average vehicle speed in the area of the interchange, it also tends to create a latent demand for its use due to increased accessibility.

Over the long range, this increased accessibility tends to increase the average daily traffic (ADT) on the affected highway above what would be expected if the interchanges were not built.

Agency DEQ By Richard L Logt

1026

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Allen Avenue Interchange

DATE: October 22, 1974

The state has reviewed your project and reached the following conclusions:

10-29-74
cc: G. L. Green
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt
R. E. Etherington

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7409 2 570

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
OCT 29 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

9024

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 17, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Assn. of Governments
6400 S.W. Canyon Court
Portland, OR 97221

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for F. A. Urban Extension Funds
State Administrative Dist. No. 2
Section Allen Avenue Intchge.
Highway Beaverton-Tigard Highway
County Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be October 25, 1974.

BLG:wm
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg

R. E. Etherington - CRAG

Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Dept. of Transportation				[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	[60	76] ZIP: 97310		[80
04	12] CONTACT PERSON: A. D. Olson	[45	46] AREA CODE: 503	[48 49] PHONE: 378	[56 56] EXTENSION: 6558		[59
01	12] PROJECT TITLE: Allen Avenue Intchge.		Dist. 2				[71
11	12] PROJECT LOCATION CITY: Beaverton-Tigard Highway	[45	46] PROJECT LOCATION: Washington	COUNTY			[79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Full diamond interchanges is to be constructed at the Allen Avenue where						[71
06	12] it intersects the Beaverton-Tigard Highway. The interchange will be						[71
07	12] a 4-lane overpass with appropriate on and off ramps. Construction is						[71
08	12] of a safety nature, eliminating stoplights that interrupt traffic flow						[71
09	12] on the highway.						[71
10	12]						

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19: 1,794,000	20] (B) Other [27: -----	28] (C) State [35: 506,000	36] (D) Local [43: -----	44] (E) FUNDS [51: -----	52] (F) FUNDS [60: 2,300,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
				[71
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways			
15	12] FEDERAL AGENCY NAME: U. S. Dept. of Transportation	[45	46] FEDERAL SUB-AGENCY NAME: FHWA	[79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	[ ] 36

(E) ENVIRONMENTAL IMPACT

Yes	No
[X] 37	[ ] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[X] 39	[ ] 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October] 43] DAY [44: 25] 45] YEAR [46: 1974]

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: September 17, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: September 17, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Urban Extension Program

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 4-7
(c) State Senatorial District(s) Number(s) 4

STATE AGENCIES ONLY

VII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $___	%___ $___	%___ $___
Second Year	%___ $___	%___ $___	%___ $___
Third Year	%___ $___	%___ $___	%___ $___

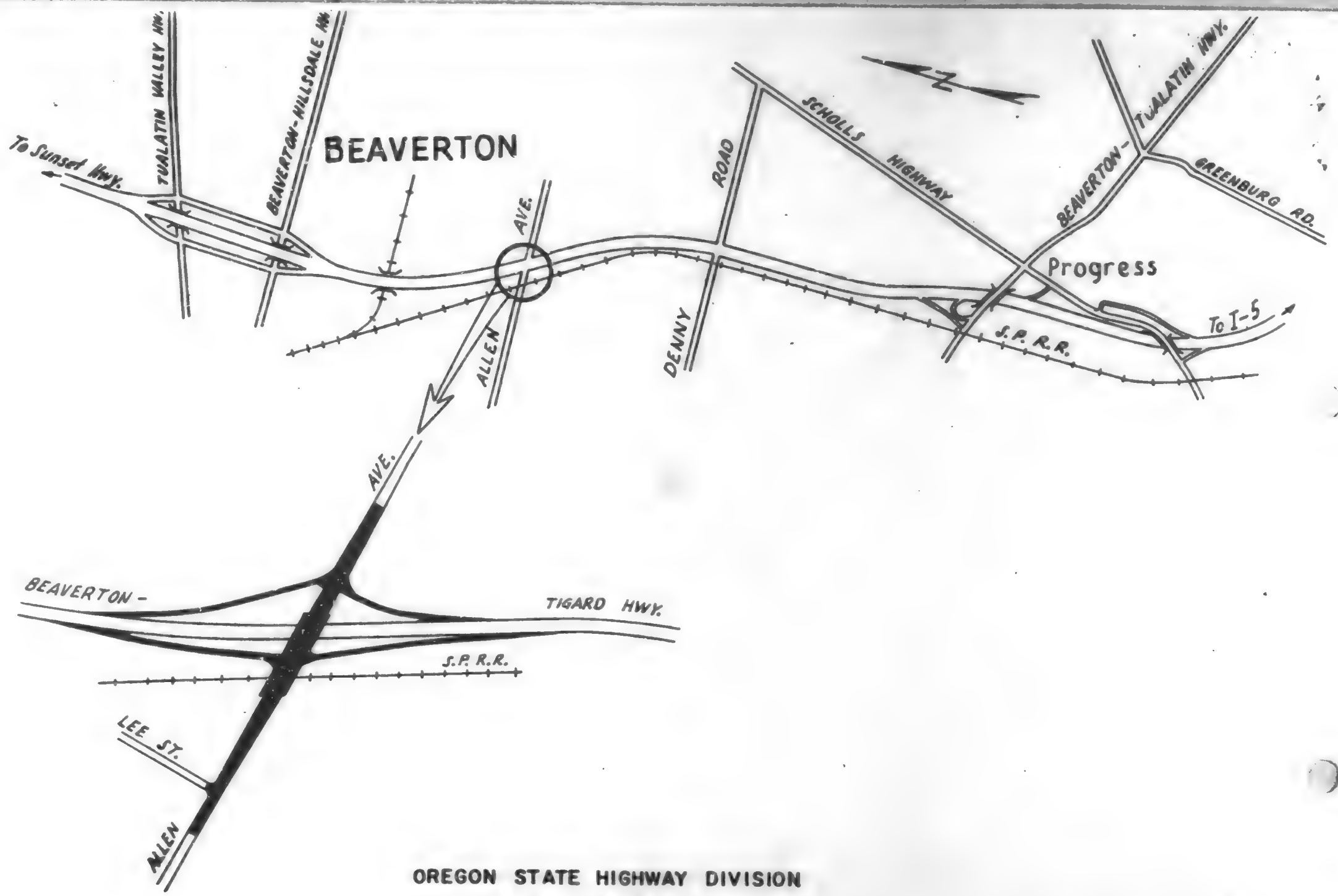
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

17(E) A draft E I S will be prepared and comments sought.
17(F) Right-of-way purchase will involve several single family dwellings.

Additional right-of-way is necessary.
Hearings will be offered.
This project is proposed by the State Highway Division.



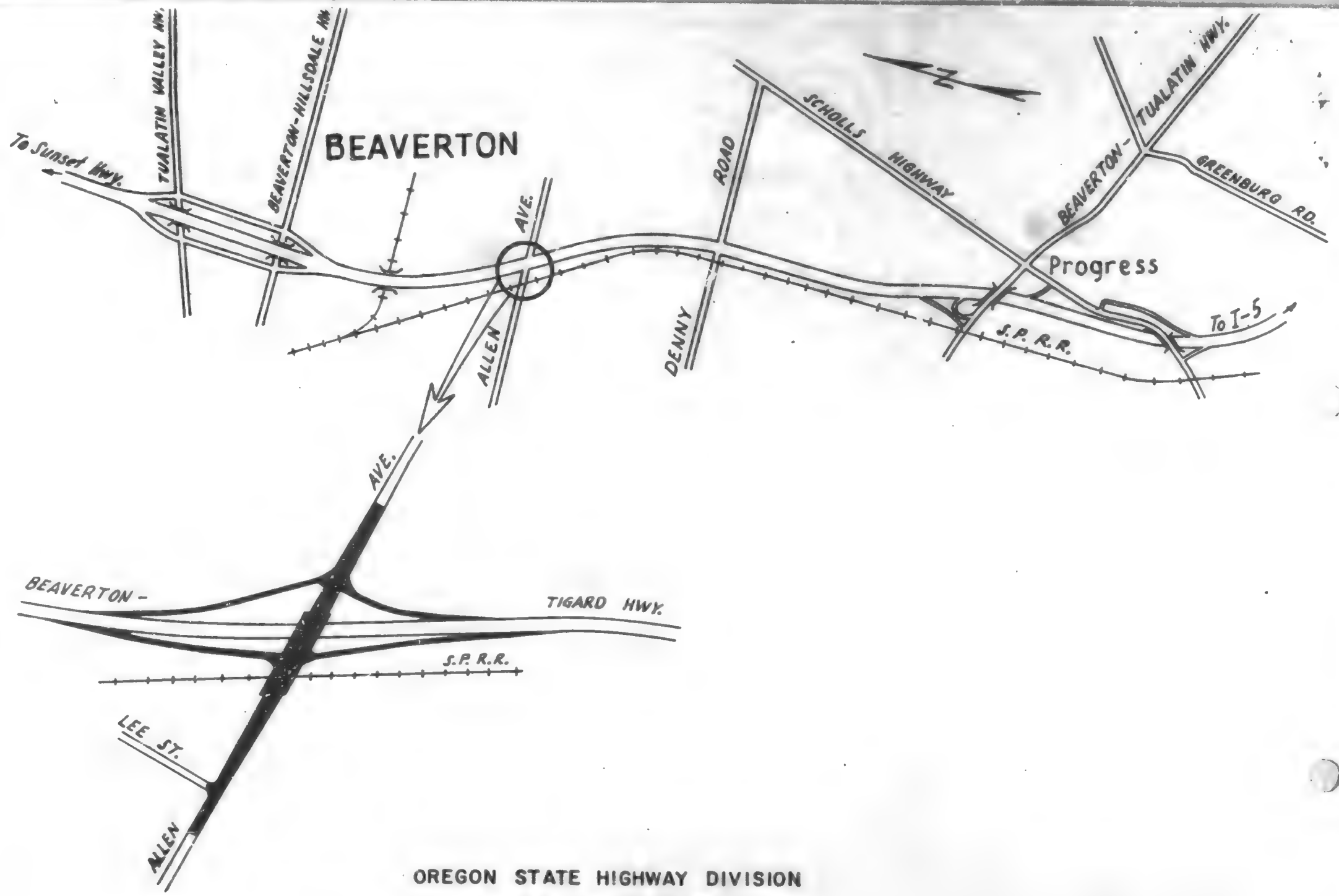
OREGON STATE HIGHWAY DIVISION

Sketch Map

ALLEN AVE. INTERCHANGE

BEAVERTON-TIGARD HIGHWAY

WASHINGTON COUNTY



OREGON STATE HIGHWAY DIVISION

Sketch Map

ALLEN AVE. INTERCHANGE

BEAVERTON-TIGARD HIGHWAY

WASHINGTON COUNTY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 17, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO ALL INTERESTED FEDERAL AGENCIES

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for F. A. Urban Extension Funds
Section Allen Avenue Intchge.
Highway Beaverton-Tigard Highway
County Washington

In accordance with paragraph 5 of the Federal Highway Administration's PPM 20-8, attached is a Notice of Intent application to apply for federal aid for the subject project.

If you need additional information, or wish to comment on these proposals, please advise the Project Management Section, State Highway Division, Salem, OR 97310.

BLG:wm
Attachments

U.S. Department of Agriculture
U.S. Department of Housing
U.S. Department of the Interior
Bureau of Outdoor Recreation
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Marine Fisheries Service
Division of River Basin Studies
Bureau of Land Management

cc: G. L. Green, FHWA
F. B. Klaboe
D. E. Swan
B. L. Gifford

9026

Con 21-1
Beav.-Tgd.
Kecon.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 11, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Allen Ave.-Denny Road Interchange Section, concurred in by the FHWA indicating that the following environmental documentation is appropriate: Draft EIS.

Project Management classifies this section as a category 2 project. Action Plan procedures must be implemented for all activities following corridor/design approval.

Attach.

BLG:dg

cc J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
V. D. Wolfe
H. S. Cox
G. A. Potter
R. E. Royer
D. E. Swan
E. L. Hardt
M. J. Klotz

OK 9-13-74 EDH

9-13-74 Copy Rulien

NOTED
R. L. SCHROEDER

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9026

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 5, 1974

In reply refer to: 1041DA.1

SUBJECT: Oregon Project US-466(-)
Allen Avenue-Denny Road Interchange Section
Environmental Assessment Report

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur that an EIS would be appropriate as indicated in the Environmental Assessment Report submitted with Mr. Rulien's August 22 letter. The Project Manager, Mr. Hibbard, indicated by telephone that the report is intended to cover the Allen Avenue Interchange only. A separate assessment report has been developed for the Denny Road Interchange.

G. L. Green

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FOR
Info | Invest | R/D | D/R | Sign | A-1 | File

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PROJECT MANAGEMENT SECTION

NOTED
R. L. SCHROEDER

BEN GIFFORD

US-466(-)

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Wally Hibbard Date June 20, 1974

A. PROJECT IDENTIFICATION

Name of Project Allen Avenue-Denny Road Interchange Section

Location of Project Beaverton-Tigard Highway Highway

City Beaverton County Washington Region 1

Est. Cost $ ____ (R/W & Constr. Only) Length ____ Prefix 134-1965 134-1966

B. BRIEF GENERAL DESCRIPTION OF PROJECT

Full diamond interchanges are to be constructed at both Allen Avenue and Denny Road where they intersect the Beaverton-Tigard Highway. Each interchange will be a 4-lane overpass with appropriate on and off ramps. Construction is of a safety nature, eliminating two stoplights that interrupt traffic flow on the highway. Purchase of additional right-of-way is necessary. Right-of-way purchase will involve the acquisition of at least five single family dwellings.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	
Program (PE) Approval	☒	
Corridor Approval	☐	
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☒
Formal Environmental Classification Study	☐	☒
Formal Environmental Classification Study Completed	☐	☐

CATEGORY 2 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐	PNRS No.	_____
Location (Field)	☐	Preliminary Design (Office)	☒	Date A-95 Submitted	_____
Location (Office)	☐	Final Design	☒ 90-91	Date Reply Received	_____
		Contract Plans Completed	☐	Reply Not Required	☐

F. STATUS OF PUBLIC HEARINGS

				Date
Hearing ~~Not~~ Required	☒	Corridor Hearing Held	☐	_____
Hearing Not Requested	☐	Design Hearing Held	☐	_____
Hearing Requested	☐	Combination Hearing Held	☐	_____

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist	X			Crossing of Fanno Creek
Urban Economist		X		
Agricultural Economist				
Accoustical Engineer	X			
Air Quality Engineer	X			
Sociologist		X		
Urban Planner				
Landscape Architect				
Geologist				
Assistant Project Manager				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

The project sites are presently signaled at grade intersections with left turn lanes off the Beaverton-Tigard Highway. Overpass interchanges were planned but actual construction was considered unlikely. The sudden appearance of these signaled intersections creates a safety problem to the unaware driver. Deceleration and turning create a hazardous situation.

The proposed projects are diamond interchanges passing over the Beaverton-Tigard Highway. Additional right-of-way purchase will be necessary involving the displacement of at least five families. Twenty-six properties will be involved by this project. Four properties will not require any acquisition, but will be affected by a change in access or a reconnection of an existing driveway. Negotiations will involve nineteen different property owners.

(Use more space if required)

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☐ Significant Amount ☒ (Explain and Assess)

Twenty-six properties will be involved. Four will not require acquisition, but will be affected. Five families will be displaced. No commercial or industrial relocation will be necessary. Total right-of-way cost estimated (June 5, 1974) is $321,085.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☐ Yes ☒ (Explain and Assess)

Traffic flow on Beaverton-Tigard Highway will be improved. The overpass will eliminate the need for traffic signals at intersections. The project will eventually increase the traffic load on S.W. Allen Blvd. due to easier access and flow.

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

Trends in land use are shifting from single family residential to single family and multiple family rental and commercial-industrial development.

c. Adjacent Land Access? No ☐ Yes ☒ (Explain and Assess)

At least four properties will not require any acquisition, but will be affected by changes in access or reconnection of existing driveways.

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No [X] Yes [ ] (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

Design alternatives considered. The construction of traffic loops in the SW quadrant of each intersection to eliminate the left turn process. Construction would require a great deal more right-of-way than the present proposal. The only other alternative is to leave the intersection as it presently is.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S.	[X]	Negative Declaration	[ ]	Statewide Negative Declaration	[ ]
Final E. I. S.	[ ]	Section 4(f)	[ ]	Environmental Assessment	[ ]

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document — Yes - Lee Tibbetts Sep 5 '74

Date — FHWA AREA ENGINEER

9026

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE August 27, 1974

TO E. L. Hardt
Regional Engineer

FROM Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT Allen Avenue Interchange Section
Beaver Creek Meadows Section
SE Reedway-Clackamas County Line Section

In response to the August 23 memo you received from R. L. Schroeder, in which he asks that environmental work begin now on these projects in order to meet the contract letting schedules, I have assigned Gary Waltenbaugh to these projects as project manager. Gary will serve as liaison between your staff and the Environmental Section, and as you prepare the rough draft environmental documents, he will assist in the delegation of research and in seeing the report through publication.

GAP:LH:sz

cc: R. L. Schroeder
George Ramjoue'
Newt Andrus
Linda Hewitt

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AUG 27 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Con 21-
Beaverton-
Tigard
Secon.

FILE

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 23, 1974

TO E. L. Hardt
Regional Engineer

ORIGINAL SIGNED
R. L. SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Allen Avenue Interchange Section
Beaver Creek Meadows Section
SE Reedway-Clackamas County Line Section

The contract lettings for Allen Avenue Interchange and Beaver Creek Meadows projects are both scheduled for the first quarter of 1976, and the SE Reedway-Clackamas County Line project is scheduled for a later date. In order that these schedules may be met, it is important that environmental work begin at this time.

NOTED
R. L. SCHROEDER

Therefore, we would like to request that personnel in the region, with the assistance of the regional environmentalist and Environmental Section, prepare the rough draft environmental impact statements for these projects. To ensure completion of these environmental statements in a timely manner, it is important that rough draft statements be prepared within the next four months. The technical expertise of the Environmental Section will be made available to your personnel in properly fulfilling this task.

Gary Potter will appoint project managers in the Environmental Section for each project to serve as liaison.

Please advise us of any questions and/or problems which may arise from this request and we will work to see if they can be overcome.

Your cooperation in this matter will be greatly appreciated.

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SEP 3 1974
Office of
Assistant State Highway Engineer

cc ~~F.~~ B. Klaboe
A. E. Johnson
H. S. Coulter
G. A. Potter

Bob, I don't think we should spend any time on Reedway-Clackamas Co. Line project. Please discuss

GAP:sz: ab

NOTED
R. L. SCHROEDER

Discussed 9/4/74 JT
RLS

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AUG 23 '74
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FOR
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1026

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Allen Avenue Interchange
Highway: Beaverton-Tigard (F.A.P. 628)
County: Washington
Prefix: 134-1965

Res. Engr.
Approx. Length 0.45 mile
Sta. M.P. 2.26 to Sta. M.P. 2.71
Date 3-13-73

Mean Truck A.D.T. 875
Traffic Coefficient 9.0
18 kip s. a. per day 128.7

Annual Precipitation + 44"
Frost Penetration - - - -
CBE Total Requirement 28.5"

(1)

Typical Soil

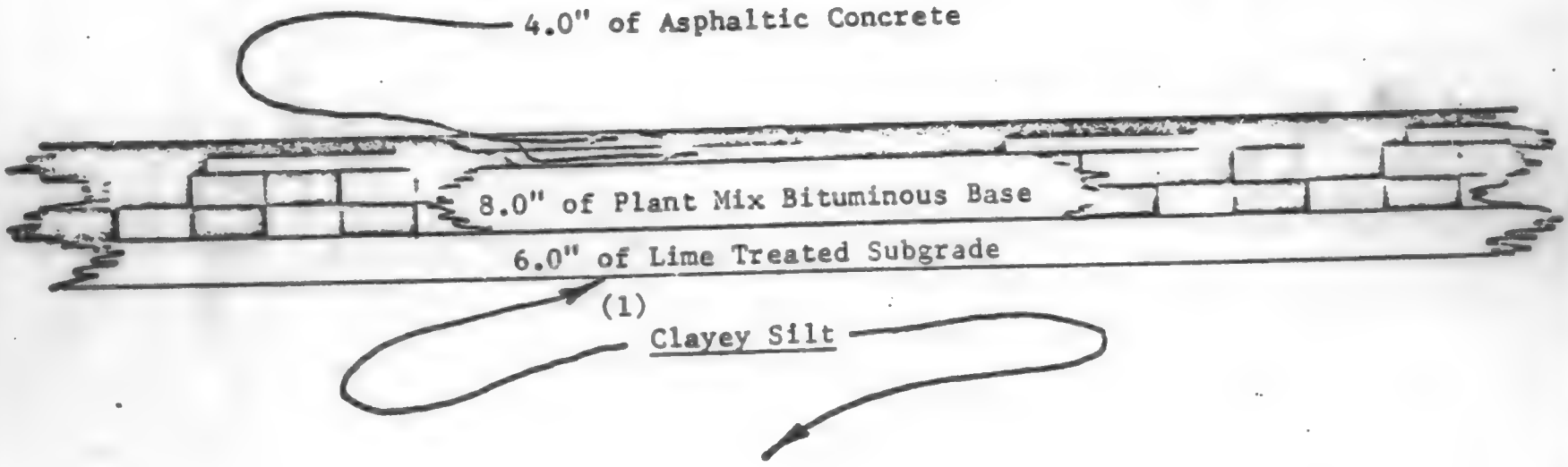
29 LL
5 PI
98 %P 10
83 %P 200
2 % Gravel
3 % C Sand
12 % F Sand
62 % Silt
21 % Clay
10 R Value
A-4 AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
8.0"	4.0"	A.C.
14.5"	8.0"	P.M.B.B.
6.0"	6.0"	L.T.S.
28.5"	18.0"	

STRUCTURAL SECTION



Submitted by E. J. Hogg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Woeste
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

SECTION: Allen Avenue Interchange

HIGHWAY: Beaverton-Tigard

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	---	13.0"	27.0"	20.5"
7.0 - 8.0	3.5"	3.0"	---	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Allen Avenue Interchange

HIGHWAY: Beaverton-Tigard

COUNTY: Washington

13,000 Present ADT (1973)

5.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	536	1.7	911	724	450	325,800
3	72	1.7	122	97	1000	97,000
4	12	1.7	20	16	1250	20,000
5	26	1.7	44	35	3180	111,300
6	2	1.7	3	3	2570	7,710
				875	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 561,810

TWENTY YEAR EWL 11,236,200

TRAFFIC COEFFICIENT 9.0

SECTION: Allen Avenue Interchange

HIGHWAY: Beaverton-Tigard

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair ____ Poor ____
   Remarks: ____
5. **Cost Comparisons:** None made. See Remarks.

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C., P.C.C., or Oil.
7. **Stage Construction:** Not part of design.
8. **Depressed, Surface, or Elevated Design:** Surface.
9. **Conservation of Aggregates:** Not a consideration.
10. **Stimulation of Competition:** Not a consideration.
11. **Construction Consideration:** Not a consideration.
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** Not a consideration.
13. **Traffic Safety:** Not a problem.
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (an interchange) meeting A.C. pavement.

TRANSACTION NUMBER 2-49

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-16-73

BY (Signature): Mr. Young's February 1, 1973 letter

TITLE: Programing Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 168 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
168	US 466(12)	0.0	176,700	112,300	Allen Avenue & Denny Road Interchanges. Washington County	Preliminary Engineering

2-16-73

NOTED
A.E. JOHNSON

Orig to
2-20-73

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO
Young
FOR

Init | Invest | Rd | Str | Sig | Act | File

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain approval of Environmental Impact Statement.

Upon approval of the Environmental Impact Statement you are then authorized to proceed with all phases of preliminary engineering for PS&E preparation.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-16-73	Vernon V. Cusack, Acting Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

10-8

026

February 1, 1973

C. L. Green, Division Engineer

L. H. Young
Office Engineer

Program Data Submission
Project No. US-466(12)

We are submitting program data for one Urban Project, Item No. 168, Project No. US-466(12), Allen Ave. and Danny Road Interchanges, which we desire to have included in the Federal-aid Urban Program.

The program includes all phases of preliminary engineering and we hereby request, concurrently with approval of the program, authorization to proceed with the preliminary engineering necessary for preliminary surveys, plans, estimates and preparation of the environmental impact statement. We further request your authorization to proceed with preliminary engineering for P.S. & E. preparation upon receipt and approval of the environmental statement.

Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969 the effective date of current PPM 20-8, for Projects S-466(1), US-466(2) and SU-466(7) under which the major right-of-way acquisition and roadway construction of this section of highway was accomplished. These interchanges were shown as future construction on the plans for the aforesaid projects; therefore, they are considered a part of the ultimate design of the facility even though accomplished under a separate project. A copy of a memo to the file, dated February 16, 1971, with facts attesting to the aforesaid statement was forwarded to FHWA under separate cover.

State and District Clearinghouse reviews of this project are not required under the provisions of paragraph 2(b) of IM 50-1-70 as a substantial amount (+90%) of the right-of-way was acquired prior to September 30, 1969.

An environmental statement will be prepared and subuitted under separate action.

DAR:bb

Budget Bureau No. 41-R2067;

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION *(45 typewriter spaces)*: SR 217 Beaverton S. City Limits N. 0.6 Mi. 21 65	ADT	PRESENT: *	FUTURE: * (66) (70)	YEAR: 93 (71)(72)	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Preliminary Engineering 29 62	NATL. FOREST (63)(68)	FH ROUTE NO.	SUPV. AREA	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(78)	PROJECT NUMBER: PREFIX LETTER(S): US- (14 23)	NUMBER: 466(12) (7)		
CARD	CLASS OF FEDERAL FUNDS: Urban						COUNTY NAME: Washington		CODE: 067 (114)			
	NAME OF URBAN AREA: Portland (17-31)						ROUTE NO. S	FEDERAL-AID: 628 (32)	STATE: 144 (36)(37)	U.S.		

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK: CLASS 42	WORK: TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		SR 217 Beaverton S. City Limits to N. 0.6 Mi.	0.00	176,700	112,300	64,400	
5					ROW							
5					CONST (CODE)		(Allen Ave. & Denny Road Interchanges)		(4,120,000)			
							PROJECT TOTALS	0.00	176,700	112,300	64,400	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

REMARKS

Additional Data: Items 724, U-1
S-466(1), US-466(2) and SU-466(7

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
217 Beaverton S. City Limits N. 0.6 Mi.	ADT	*	*	93	10	Oregon	35	032	168

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ering								US-	466(12)			

	COUNTY NAME	CODE	PROGRAM STAGE
Urban	Washington	067	1 OR X 2
Portland	ROUTE NO. S — FEDERAL-AID 628 — STATE 144 — U.S.		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 217 Beaverton S. City Limits to N. 0.6 Mi.	0.00	176,700	112,300	64,400		P.E. all phases incl. P.S. & E. prep. & P.E. by Utility & RR forces.
OW								(Future const. of on and off ramps plus grade separation structures to provide for full diamond interchanges.)
ONST (CODE)		(Allen Ave. & Denny Road Interchanges)		(4,120,000)				ROW-180' min.; Access Control-partial; Parking Restrictions-complete.
		PROJECT TOTALS	0.00	176,700	112,300	64,400		

PROVAL DATES

REMARKS

Additional Data: Items 724, U-118A and 962; Projects S-466(1), US-466(2) and SU-466(7), respectively.

-OVER-

USCOMM DUSC OMA-DC 49008-P61

ALLEN AVE. AND DENNY ROAD INTERCHANGES
PROJECT NO. US-466(12)

REMARKS - continued

Project Data: The work on this project consists of all phases of preliminary engineering including P.S. & E. preparation and preliminary engineering by utility and railroad forces for the future construction required to provide for full diamond grade sepated interchanges at both Allen Avenue and Denny Road.

System Action, Airports, Water Developments, Historical and Recreation Areas: None involved.

Public Hearing: Held April 12, 1960.

Design Approval: Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969, the effective date of current PPM 20-8, for Projects S-466(1), US-466(2) and SU-466(7) under which the major right-of-way acquisition and roadway construction of this section were accomplished. These interchanges were shown as future construction on the plans for the aforesaid projects; therefore, they are considered a part of the ultimate design of the facility.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70 as a substantial amount (+90%) of the right-of-way was acquired prior to September 30, 1969.

Environmental Statement: The environmental statement will be submitted under separate action.

Information for PR-37:

Preliminary Engineering	$ 49,700
Field.	127,000
P.S. & E. Preparation.	$176,700
Total	

*Traffic Data	1973 ADT	1993 ADT
Allen Ave. Interchange	25,500	49,600
Denny Rd. Interchange	23,500	48,000

- 1979 Allen Blvd. Interch. Sec.,9026
- Beaverton-Tigard Hwy. in Beav.
- Final E. I. S.

Final

Environmental Impact Statement

Oregon State Highway Division

ALLEN BOULEVARD INTERCHANGE

Beaverton, Oregon

See Pgs. 7, 45-47
For 2 Lane Statement

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APPENDICES

AA. Comments Received on the Draft Environmental Impact Statement

A. CRAG Interim Transportation Plan.

B. Levels of Service on Freeways

C. FHWA Noise Guidelines

D. Definition of Soils Tests

E. Species of Wildlife of Allen Boulevard Study Area and Their Habitat Preference.

F. Displacement and Relocation Assistance.

G. Additional Assumptions and Methodology for the User Benefits and Costs Analysis

H. Air Quality

I. Letter From the State Historic Preservation Office.

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SUMMARY

(1) Federal Highway Administration Administrative Action Environmental Statement

( ) Draft (X) Final

( ) Section 4(f) Statement attached

(2) The following individuals can be contacted for additional information concerning the proposed project and environmental statement:

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Mr. D. H. Moehring
Project Management Section
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Salem, Oregon 97310
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(3) The proposed action is construction of a full diamond interchange at the intersection of the Beaverton-Tigard Highway (Highway 217) and Allen Boulevard, in the city of Beaverton, Washington County. This interchange will have standard on- and off-ramps, full access control, and a two-lane overpass structure spanning Highway 217. The overcrossing could be converted to four lanes by restriping. In the draft environmental impact statement a diamond interchange with a right-hand turn loop in the southeast quadrant was also proposed as an alternative. This alternative is not proposed for

construction because it was determined that the costs of this proposal outweighed the benefits.

(4) Environmental impacts of this proposal include:

a. Improving the safety and capacity of Highway 217 and decreasing peak-hour congestion by eliminating the remaining at-grade intersection on this controlled access freeway.

b. Facilitating implementation of the proposed land-use plan, including industrialization along the Highway 217 corridor, and facilitating the long-term economic growth potential of the Beaverton area.

c. Improving drainage and reducing ponding problems in the northeast quadrant near the Sellwood Addition.

d. Reducing noise levels experienced by the Greenwood Inn Motel complex.

e. Reducing vehicular emissions slightly, although nitrogen oxides will increase.

f. Increasing noise levels experienced by residents of the Sandwood Townhouse Apartments and residences on S.W. 14th Street adjacent to those dwellings removed by the project.

g. Acquiring eight single-family residences.

h. Changing access for four businesses in the project vicinity.

i. Committing paving and structural materials and 193,000 cubic yards of fill.

j. Loss of wildlife habitat, including wetland areas, and species dependent upon that habitat.

k. Allowing increased vehicular travel and greater expenditure of petroleum resources.

(5) At the request of the city of Beaverton, a diamond interchange with a right-hand turn loop in the southeast quadrant was studied. With respect to aquatic, wildlife, socioeconomic and land-use impacts, no significant differences exist between the full diamond interchange and the loop option. It was determined that a right-hand turn loop in the southeast quadrant would result in the following advantages over the full diamond alternative:

a. Improved level of service at the east terminal intersection during peak hours.

b. Savings to road users of $246,000 over the 30-year project life.

It was found that the following disadvantages would result from the right-hand turn loop option:

a. Increased construction costs of $407,000, which offset the road-user savings by $161,000.

b. Increased noise impacts on the Greenwood Inn Motel complex.

c. One additional access restriction on Allen Boulevard at the Greenwood Inn Motel complex.

d. Reduced weave distances between Denney Road and Allen Boulevard from 1200' to 1000', the minimum acceptable weave distance.

It is the judgment of the Oregon State Highway Division that the disadvantages of the loop option outweigh the benefits. This alternative was not selected for construction.

(6) Beaverton residents have expressed interest in the relationship of this project to the proposal of the city of Beaverton to widen Allen Boulevard to four lanes. This relationship was studied, and it was determined that, with both projects built:

a. Increased capacity resulting from widening Allen Boulevard would allow an increase of 6000 average daily traffic and would facilitate conversion from single to multiple-family dwellings on Allen Boulevard.

b. The L_{10} 70 dBA level* along Allen Boulevard as measured from the centerline will extend from 130 feet to 140 feet. Critical receptors adjacent to Allen Boulevard are currently exposed to sound levels in excess of levels specified in Federal Highway Administration guidelines. The interchange itself will have

*L_{10} noise level - The sound level that is exceeded 10 percent of the time.

little or no direct impact on the noise environment of Allen Boulevard.

c. Traffic projections for both the build and no-build alternatives indicate that the interchange would not be a controlling factor with respect to the amount of traffic on Allen Boulevard west of the interchange.

(7) The following agencies and private interest groups were provided copies of the Draft Environmental Impact Statement:

Federal

*U.S. Environmental Protection Agency
U.S. Department of Housing and Urban Development
*U.S. Department of the Interior, Environmental Project Review
*U.S. Department of Agriculture, Soil Conservation Service

State

*Fish and Wildlife
Public Utilities Commission
Economic Development Division
*Department of Environmental Quality
Health Division
Housing Division
Intergovernmental Relations Division
State Soil and Water Conservation Commission
Traffic Safety Commission
Governor's Committee for a Livable Oregon
Oregon Roadside Council
Oregon State Library
*Land Conservation and Development Commission

*Responded to the Draft Environmental Impact Statement with written comments.

City of Beaverton

Beaverton City Council
Beaverton Planning Commission
Beaverton City Engineer
Beaverton School District No. 48J

Washington County

County Board of Commissioners
Public Works Department
Planning Commission
Washington County Community Planning Organizations

Other Agencies

Tri-Met
*Columbia Region Association of Governments

Interested Private Groups

*Oregon Environmental Council
*Beaverton Area Chamber of Commerce
Beaverton Industrial Park Association
Mt. Vernon Village Homeowners' Association
King Boulevard Neighborhood Association
Hart Road Neighborhood Association

(8) The Draft Environmental Impact Statement was made available to the Council on Environmental Quality and the public on July 30, 1976.

*Responded to the Draft Environmental Impact Statement with written comments.

PREFACE

At 7:30 p.m., September 9, 1976, a public hearing on the draft environmental impact statement of the Allen Boulevard Interchange project was held at the Whitford School in Beaverton, Oregon.

The project alternatives were presented to the approximately 25 persons in attendance at the hearing. Based upon the findings of the draft environmental impact statement, the testimony received at the hearing, and letters received from the general public and other agencies, the full diamond interchange rather than the loop option has been selected as the construction alternative.

Based upon testimony at the hearing and letters received, a design change was made at the Lee Street connection. It now will connect directly across from King Boulevard and a traffic light will be installed. This will result in new right-of-way and relocation impacts, noise impacts, and traffic and safety impacts, which are discussed subsequently.

Based upon extensive comments by other agencies, the air quality impacts of the project have been reanalyzed using improved techniques.

These changes have been incorporated in the Final Environmental Impact Statement.

At the end of the report, specific comments raised by the public and by other agencies are addressed.

The full text of all letters received on the project are included at the end of the document.

Project Description and Purpose

Project Description

The Allen Boulevard Interchange Project is located at the intersection of the Beaverton-Tigard Highway (Highway 217) and Allen Boulevard in the city of Beaverton, Washington County. The present intersection of these two highways is an at-grade signalized intersection. The proposed facility is a full diamond interchange. The diamond interchange with a right-hand turn loop in the southeast quadrant is not proposed for construction. An overcrossing would span Highway 217. The overcrossing would be striped for two lanes, but of sufficient width to be restriped to four lanes if necessary. The overcrossing would have left-turn refuges.

The project is located on Highway 217 and is .43 mile long on Allen Boulevard and .65 mile long on Highway 217. The western terminus of the Allen Boulevard portion of the project is at S.W. Alice Boulevard, and the eastern terminus is approximately 250 feet east of S.W. 107th Street. The northern terminus on Highway 217 is at mile point 2.19, and the southern terminus is at mile point 2.84.

Project History

Under its original design concept, Highway 217 was to have had full access control, with grade separations located at intersections, including those at Allen Boulevard and Denney Road when traffic warranted. The Federal Highway Administration personnel approved interchange layouts for Allen Boulevard on July 19, 1963, and for Denney Road on August 2, 1963.

In February, 1973, a request was made by the Oregon State Highway Division (OSHD) to the Federal Highway Administration to have the Allen Boulevard and Denney Road Interchanges included in the Federal-Aid Urban Program.

On October 22, 1974, the project was cleared through the Oregon Project Notification and Review System, with additional comments received by the State Clearinghouse from the Department of Environmental Quality on November 7, 1974.

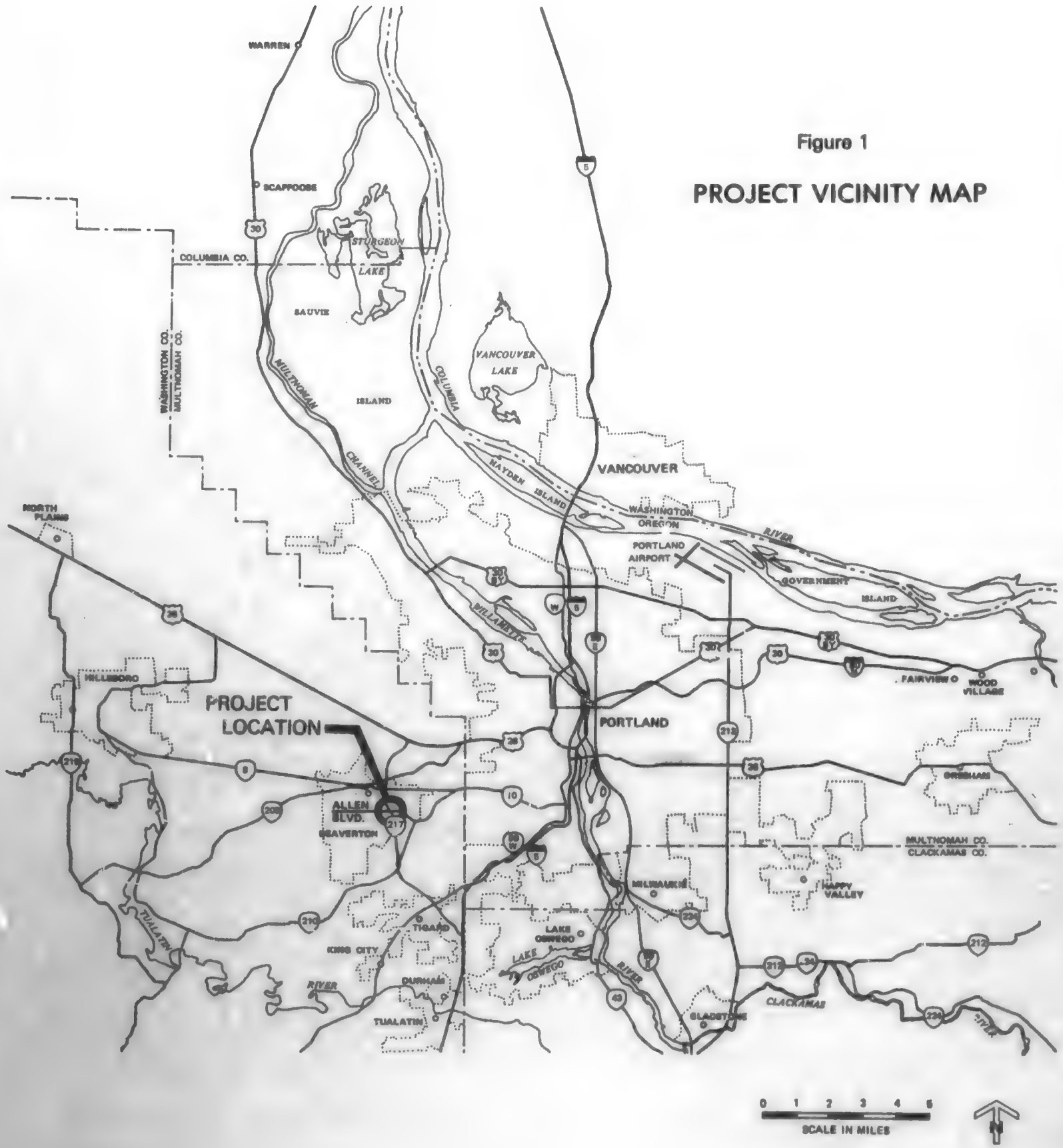
Originally construction was to have begun in 1977, subsequent to construction of the Denney Road Interchange. In April of 1975, the Director of the Washington County Department of Public Works sent a letter to OSHD requesting that Allen Boulevard Interchange be constructed before the Denney Road Interchange, a primary consideration being that, if Denney Road Interchange were constructed first, traffic bound for Allen Boulevard would use the Denney Road Interchange and connecting local streets as a more convenient vehicular route. This would add to the traffic volume and hazard on Denney Road. At this time, Denney Road is under construction and scheduled for completion in the spring of 1979. Allen Boulevard is scheduled for construction in late 1978.

On June 3, 1975, a meeting was held with the Beaverton Industrial Park Association, and the intentions of OSHD regarding Allen Boulevard Interchange were presented to the group. The presentation and project were well received by the Association.

On December 9, 1975 OSHD held an informal meeting with concerned citizens to provide them with information about the project. Many of those present were concerned that the interchange project would stimulate traffic

Figure 1

PROJECT VICINITY MAP



on Allen Boulevard and thereby encourage a project being advanced by the city of Beaverton to widen Allen Boulevard to four lanes. Many persons present opposed the city project.

The City Engineer stated the city of Beaverton's belief that a loop ramp in the southeast quadrant of the interchange would be necessary with anticipated traffic volumes.

A public hearing was held for the project on September 9, 1976.

A compilation of preferences expressed orally, by cards, or by letters shows that four persons favored the project, ten expressed no preference and only two actively opposed it. The majority of the participants in the hearing appear to favor the project or are neutral. However, there were a number of comments and suggestions which are discussed below.

Mr. Norm Price, a representative of Reser's Fine Foods suggested a change in their proposed access. He cited safety considerations of tractor trailers crossing 3 or 4 lanes of traffic while climbing 10 feet from Lee Street to Allen Boulevard. He suggested moving the intersection as per the proposed change. The gist of his testimony is contained in Reser's letter of September 9, 1976 contained at the back of this document. The letter of September 17, 1976 of Grandma Cookie, Inc., is also apropos to this design change. Details and rationale of the design change are discussed below. Other matters posed by Reser's are also contained in their letter. These are addressed in the comment section.

Another speaker, Mr. Harry Tarbell, suggested that Reser's access road pass under Allen Boulevard to the southerly frontage road and then enter Allen Boulevard at the King Boulevard intersection. This pattern was

investigated before the hearing and it was found that there is not enough room for it due to the buildup on the southerly side of Allen Boulevard.

Mr. Bob Fryer wanted to be assured that the traffic using the off ramps would have adequate sight distances when making left turns. This would not be a problem at Allen Boulevard, since the ramp and cross traffic will be controlled by signals.

Mr. Fryer also commented on the lack of information on drainage problems in the environmental impact statement. This concern is answered in the comments section.

Finally, Mr. Fryer stated that he believed the interchange should be constructed as a full loop pattern rather than a diamond interchange. However, the minor improvement in capacity and service that would be gained by a loop would not offset the increased cost and greater impacts on the restaurant-motel complex.

Mr. Ed Maletis approved the project as presented, but thought it had been delayed several years too long. He also requested that the present intersection signal be phased for a left turning movement from Allen Boulevard to the Beaverton-Tigard Highway until construction of the intersection is complete. This has been studied by the State Highway Division's Traffic Section and is not considered to be justified.

Mr. Frank Boyer stated that he approved the diamond interchange as presented. He also commented about the need for future widening of Allen Boulevard; this would be the responsibility of the city of Beaverton.

Mr. R. J. Jongewaard asked if 13th Street would be opened to Reser's Fine Foods; this street is under City control and is not part of the project.

He also asked what effect the project would have on property values. This question cannot be fully answered until the project has been completed; the environmental impact statement made some comments on this matter. Finally, he stated that northbound traffic flow on the Beaverton-Tigard Highway would not be improved. We disagree; since an obstacle (a traffic signal) is being removed, the traffic flow is bound to be improved.

Mr. Jim Thayer stated that the intersection of Allen and King Boulevards was not satisfactorily lighted. Again, upgrading street lighting would normally be the responsibility of the city of Beaverton. However, this problem will be investigated and corrected if appropriate.

Mr. and Mrs. Charles E. Moffitt, Jr., were the only ones who actually opposed the project on the grounds that it would increase traffic, make it difficult for them to get out of their driveway and raise the noise level. These concerns are expressed in their letter of September 9, 1976 and are answered in the comment section.

A letter from Grandma Cookie Company stated that the turning radius at the Allen Boulevard-King Boulevard intersection is not adequate, considering the amount of traffic using the intersection. This problem is alleviated with the redesigned Lee Street connection.

At the Six-Year Program meetings in Hillsboro and in Beaverton, this project was designated as the No. 1 priority throughout the entire county and the city of Beaverton. This is supported by documented resolutions and ordinances by these two jurisdictions. At the Beaverton meeting, the Chamber of Commerce indicated the project as their No. 4 priority. Similar comments were echoed by the neighborhood associations.

Project Purpose

Under its original design concept, Highway 217 was to have had full access control with grade separations located at all intersections, providing 7.44 miles of unsignalized controlled access freeway. With the construction of Denney Road Interchange underway, Allen Boulevard alone remains as an at-grade intersection.

The Allen Boulevard Interchange as now proposed fulfills two distinct purposes. The first is a doubling in traffic capacity on Highway 217 resulting from the grade separation at the intersection. The second is to decrease hazards at the Allen Boulevard intersection. The presence of signalized intersections at Allen Boulevard and Denney Road increases the probability of rear-end collisions on Highway 217. This is verified by the accident rate for this section of the highway, which was 5.0 accidents per million vehicle miles during the period January 1, 1970, through December 31, 1973. This compares with the statewide accident rate for similar types of highways of 1.5 accidents per million vehicle miles for the same time period.

Planning Basis and Project Need

Population growth in the Portland metropolitan area has been extremely rapid in recent years. Beaverton had a 1960 population of 5937 and a 1970 population of 18,577, a 312.9% increase. Rapid growth in Beaverton has congested Highway 217 and Allen Boulevard.

Population forecasts show a 25% to 30% population growth in the Portland metropolitan area in the 1970's. Washington County will capture 35% of this total. Present and projected traffic demands show a need for this project.

Facilities proposed in the Tualatin Basin Water and Sewerage Master Plan and land use proposed in The Beaverton Area General Plan are intended to support this growth.

The project appears on the OSHD Six-Year Program and the CRAG Interim Transportation Plan.

Project Alternatives

The Oregon State Highway Division proposes for construction the design alternative of a full diamond interchange with a two-lane overcrossing capable of being converted to four lanes by restriping should Allen Boulevard become a four-lane facility.

The city of Beaverton requested that a diamond interchange with a right-hand turn loop in the southeast quadrant be studied as a possible alternative to the full diamond interchange. This alternative was studied and the results are reported in this Environmental Impact Statement.

Traffic impacts from the interchange project will overlap with those of the city project to widen Allen Boulevard to four lanes, because of the common terminus at Alice Lane. At the December 9, 1975 meeting, citizens were concerned about the relationship of these two projects. Overlapping impacts of the two projects are discussed in the context of an overcrossing striped with two lanes serving a two-lane Allen Boulevard or an overcrossing striped with four lanes serving a four-lane Allen Boulevard in this Final Environmental Impact Statement.

Consideration of the full diamond interchange, the loop option, the widening project and the "no-build" condition resulted in five study

alternatives in the Draft Environmental Impact Statement. These study alternatives are retained in the Final Environmental Impact Statement although only the full diamond interchange is proposed for construction. Table 1 shows these alternatives. Alternatives are referred to throughout the study by the numbers shown in Table 1. The existing highway system, including at-grade intersections at both Allen Boulevard and Denney Road, was assumed for Alternative 1. All of the build conditions assume that transportation improvements advanced in the CRAG Interim Transportation Plan are built, including the Denney Road interchange. These improvements are listed in Appendix A.

Table 1

STUDY ALTERNATIVES

Alternative 1	No-Build Condition		Existing Highway Network
Alternative 2	Full Diamond Interchange	2A	Four-Lane Overcrossing Four-Lane Allen Boulevard
		2B	Two-Lane Overcrossing Two-Lane Allen Boulevard
Alternative 3	Diamond Interchange Right-Hand Turn Loop Southeast Quadrant	3A	Four-Lane Overcrossing Four-Lane Allen Boulevard
		3B	Two-Lane Overcrossing Two-Lane Allen Boulevard

Alternative 1, the "no-build" alternative, is the existing intersection of Allen Boulevard and Highway 217. This at-grade signalized intersection is shown in Figure 2. At the western leg of the intersection, Allen Boulevard has two travel lanes which widen to accommodate left-turn bays at the intersection. Allen Boulevard has been widened at the eastern

leg of the intersection to four 11-foot travel lanes with a 1-foot offset curb. The lanes widen to accommodate left-turn bays at the intersection. At both approaches to the intersection, Highway 217 has four 12-foot travel lanes, a 16-foot median, and 10-foot shoulders.

Alternative 2, the proposed construction alternative, is a full diamond interchange with standard on-off ramps. Alternative 3 is a diamond interchange with the addition of a right-hand turn loop in the southeast quadrant. Both would require an overpass structure spanning Highway 217 and the Southern Pacific Railroad adjacent to Highway 217. Figure 3 depicts the full diamond interchange, while Figure 4 depicts the loop alternative.

The overpass structure of the build diamond interchange will have an overall deck width of 80 feet, and will include an 8-foot sidewalk and bicycle path. The travel portion of the deck will be striped for two travel lanes, and will include left-turn refuges, two 2-foot shoulder areas, and a 4-foot median. At both ends of the structure, the roadway will taper onto Allen Boulevard to provide four 11-foot travel lanes and a 1-foot offset curb. At the eastern end, this will connect with the four lanes already in existence on Allen Boulevard. At the western end, the 11-foot travel lanes will terminate at S.E. Alice Street.

The loop option would have been identical to the full diamond interchange in all respects except for the right-hand turn loop provided in the southeast quadrant of the interchange. The loop would have allowed persons traveling east on Allen Boulevard free northbound access to Highway 217 without having to stop for signals. The right-hand turn loop would have

made unnecessary the eastbound left-turn lane on the overpass structure, reducing deck width from 80' to 68'.

Maximum vertical clearance of the overpass structure will be 23'6" over the Southern Pacific Railroad, while clearance over Highway 217 will be 19'.

Two 12-foot weave lanes will be added to Highway 217 between Denney Road and Allen Boulevard to facilitate on- and off-movements between the two interchanges. The weave lanes will be located within present highway right-of-way.

The Allen Boulevard approach fills will require 173,000 cubic yards of borrow. Borrow material and sources are discussed in a subsequent section.

The approach fill will eliminate direct access to Allen Boulevard for those businesses and apartments now fronting Allen Boulevard between S.W. King Boulevard and Highway 217. Access to Allen Boulevard will be provided by two frontage roads between S.W. King Boulevard and Highway 217, one to the south of Allen Boulevard and one to the north (Figure 3). The frontage road to the south will begin at S.W. King Boulevard and terminate at the warehouse located at the southwest quadrant of the intersection. The frontage road to the north will serve as a portion of the detour road during construction. The detour road will begin at S.W. King Boulevard to the west and at S.W. 107th Street to the east. It will cross the railroad tracks and Highway 217 at-grade, and temporary signals will be set up for the railroad and highway crossings. The detour road will have the same number and types of lanes as the existing intersection (Figure 5). When construction is completed, the detour road will be removed except for the portion west of Highway 217, which will remain as the frontage road connected to S.W. King Boulevard.

S.W. 107TH AVE.
SOUTHERN PACIFIC R.R.
Parking Lot
(166 ± Stalls)
Peripheral Parking
(325 ± Stalls)
Peripheral Parking
(145 ± Stalls)
BEAVERTON-TIGARD HWY.
SOUTHERN PACIFIC R.R
Parking Lot
S.W. ALLEN BLVD.
S.W. LEE AVE.
S.W. 12TH ST.
S.W. 13TH ST.
S.W. 14TH ST.
S.W. 112TH AVE.
Parking
(85 ± Stalls)
Parking
(200 ± Stalls)

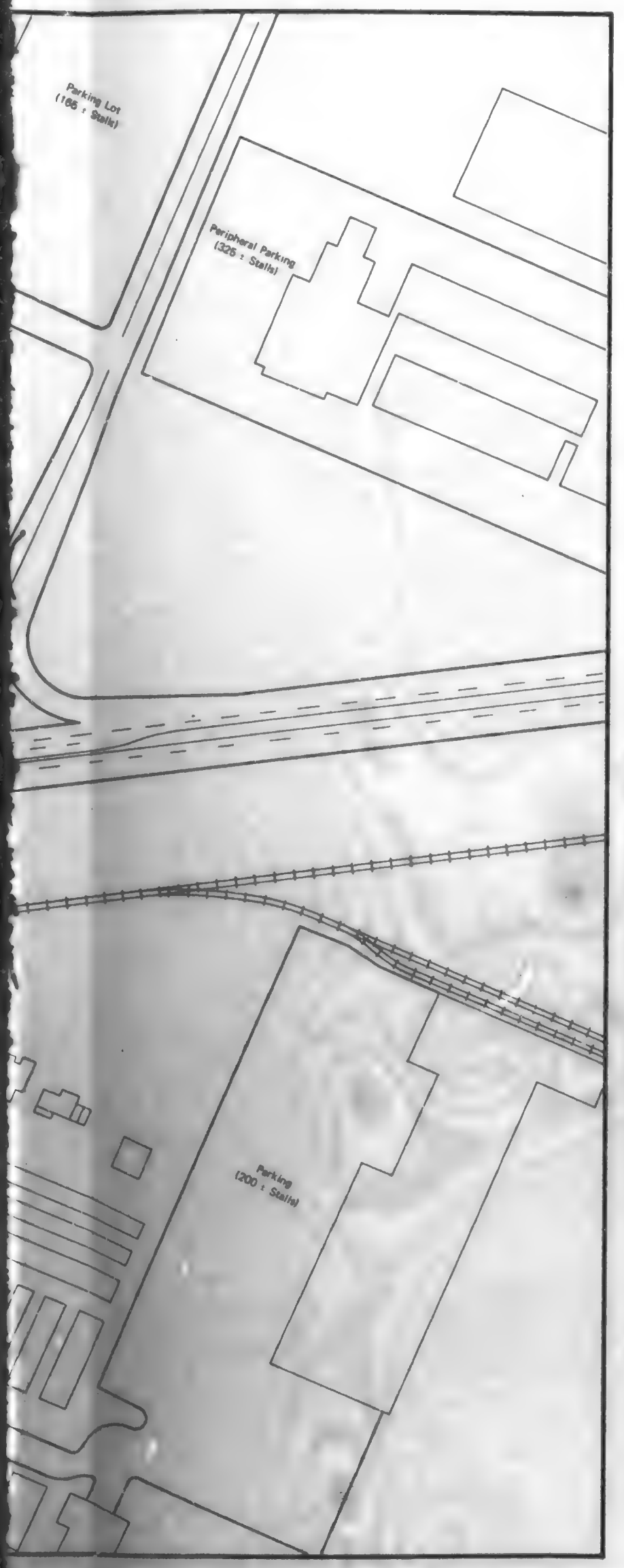


Figure 2

"NO BUILD" ALTERNATIVE 1

N

0 50 100 150 200 250

SCALE IN FEET

S.W. 107TH AVE.
SOUTHERN PACIFIC R.R
Parking Lot
(185 ± Stalls)
Peripheral Parking
(325 ± Stalls)
Peripheral Parking
(145 ± Stalls)
BEAVERTON-TIGARD HWY.
SOUTHERN PACIFIC R.R.
Parking Lot
S.W. ALLEN BLVD
S.W. 12TH ST.
S.W. 13TH ST.
S.W. LEE AVE.
S.W. 14TH ST.
S.W. 112TH AVE.
Parking
(200 ± Stalls)
Parking
(185 ± Stalls)

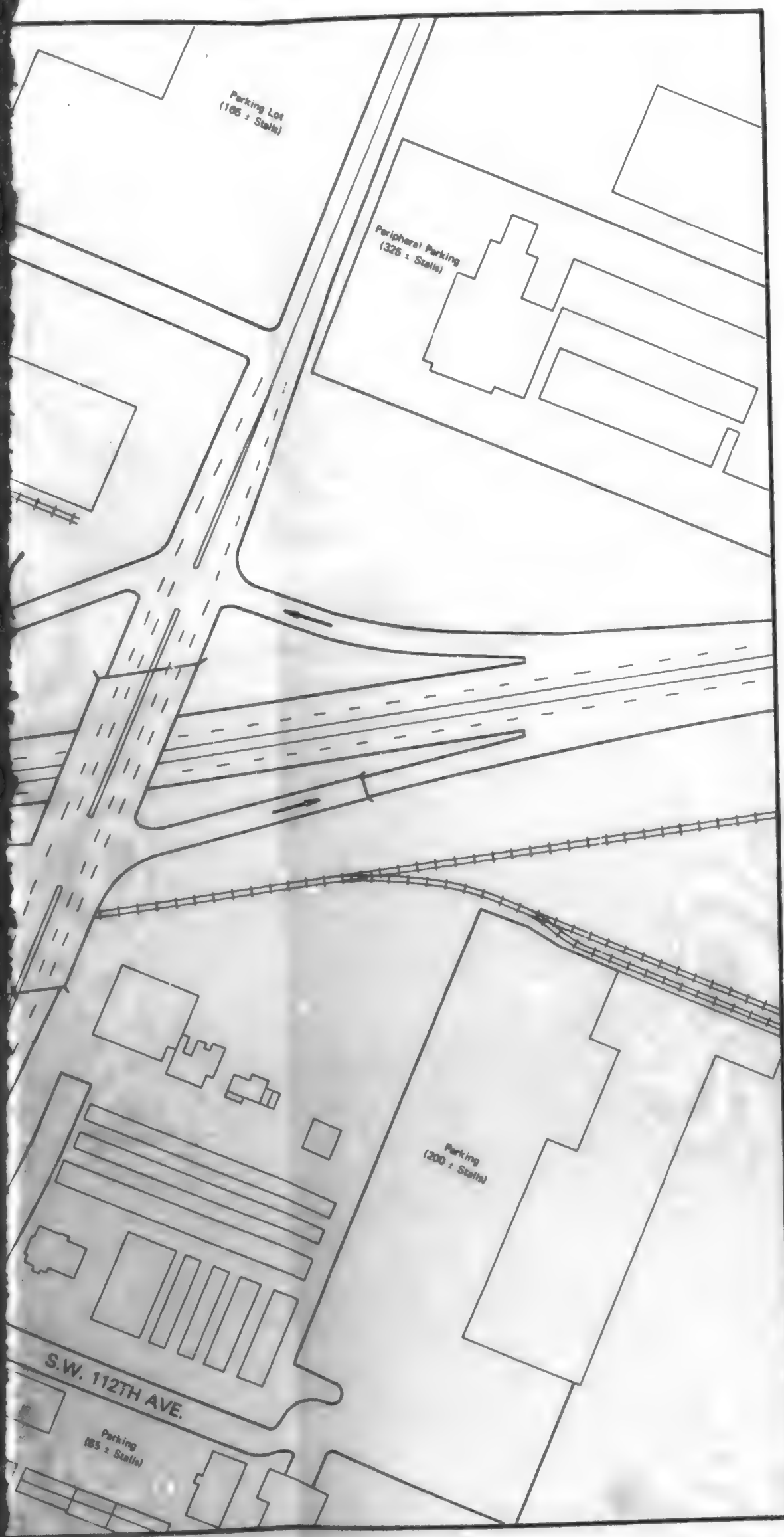


Figure 3

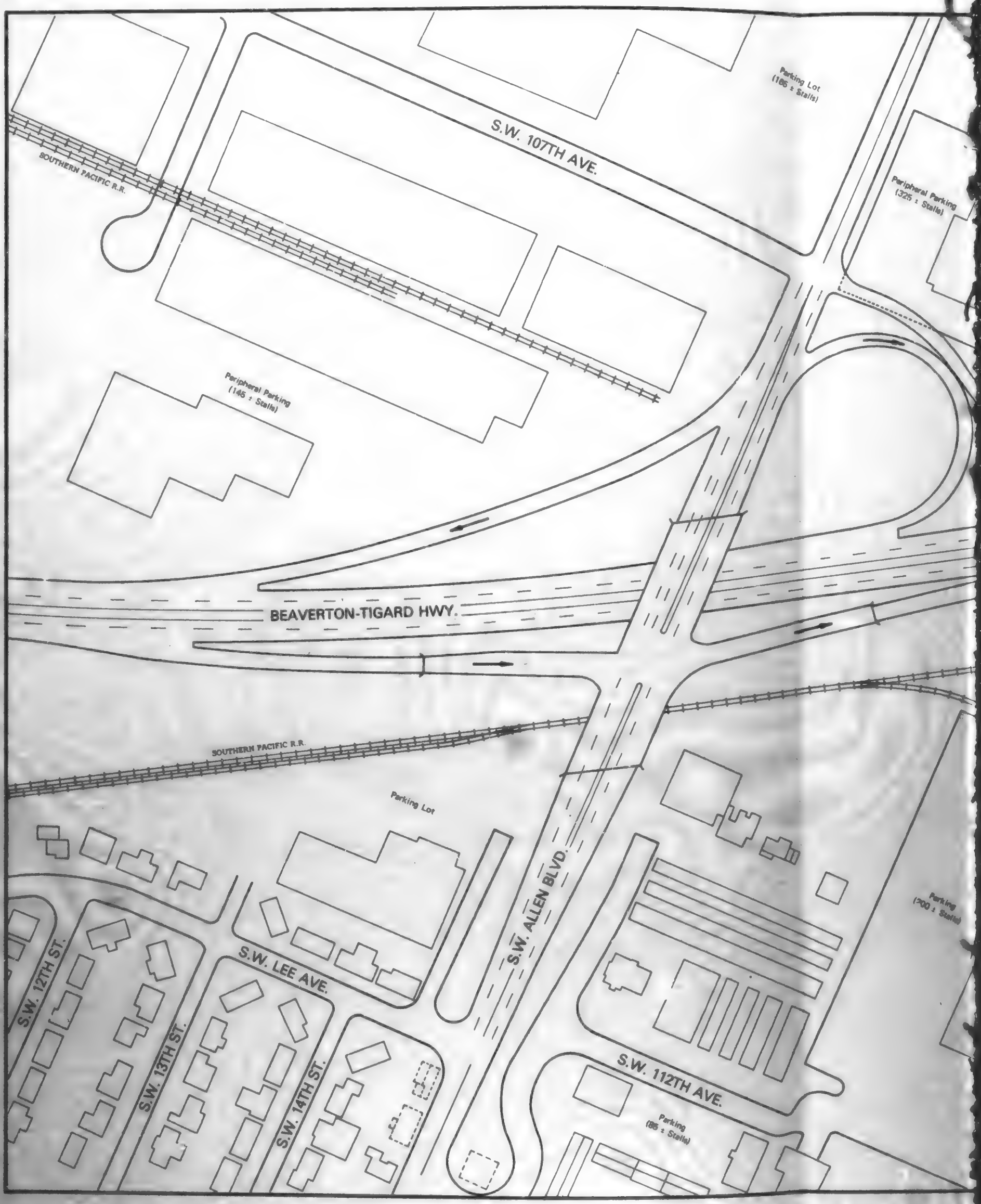
"DIAMOND INTERCHANGE"

ALTERNATIVE 2

N

0 80 100 180 200 280

SCALE IN FEET


S.W. 107TH AVE.
SOUTHERN PACIFIC R.R.
Parking Lot
(185 ± Stalls)
Peripheral Parking
(325 ± Stalls)
Peripheral Parking
(145 ± Stalls)
BEAVERTON-TIGARD HWY.
SOUTHERN PACIFIC R.R.
Parking Lot
S.W. ALLEN BLVD.
S.W. 12TH ST.
S.W. 13TH ST.
S.W. LEE AVE.
S.W. 14TH ST.
S.W. 112TH AVE.
Parking
(85 ± Stalls)
Parking
(200 ± Stalls)

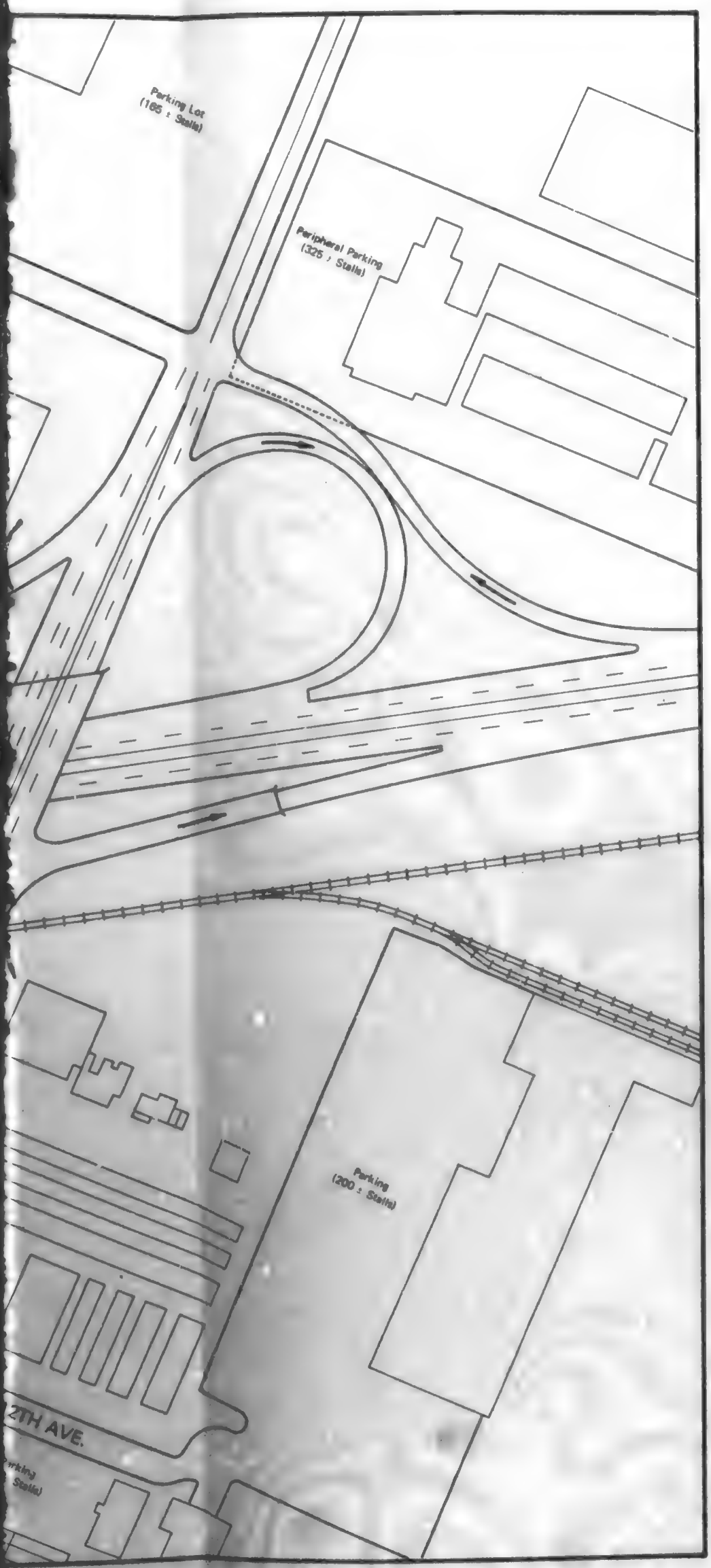


Figure 4

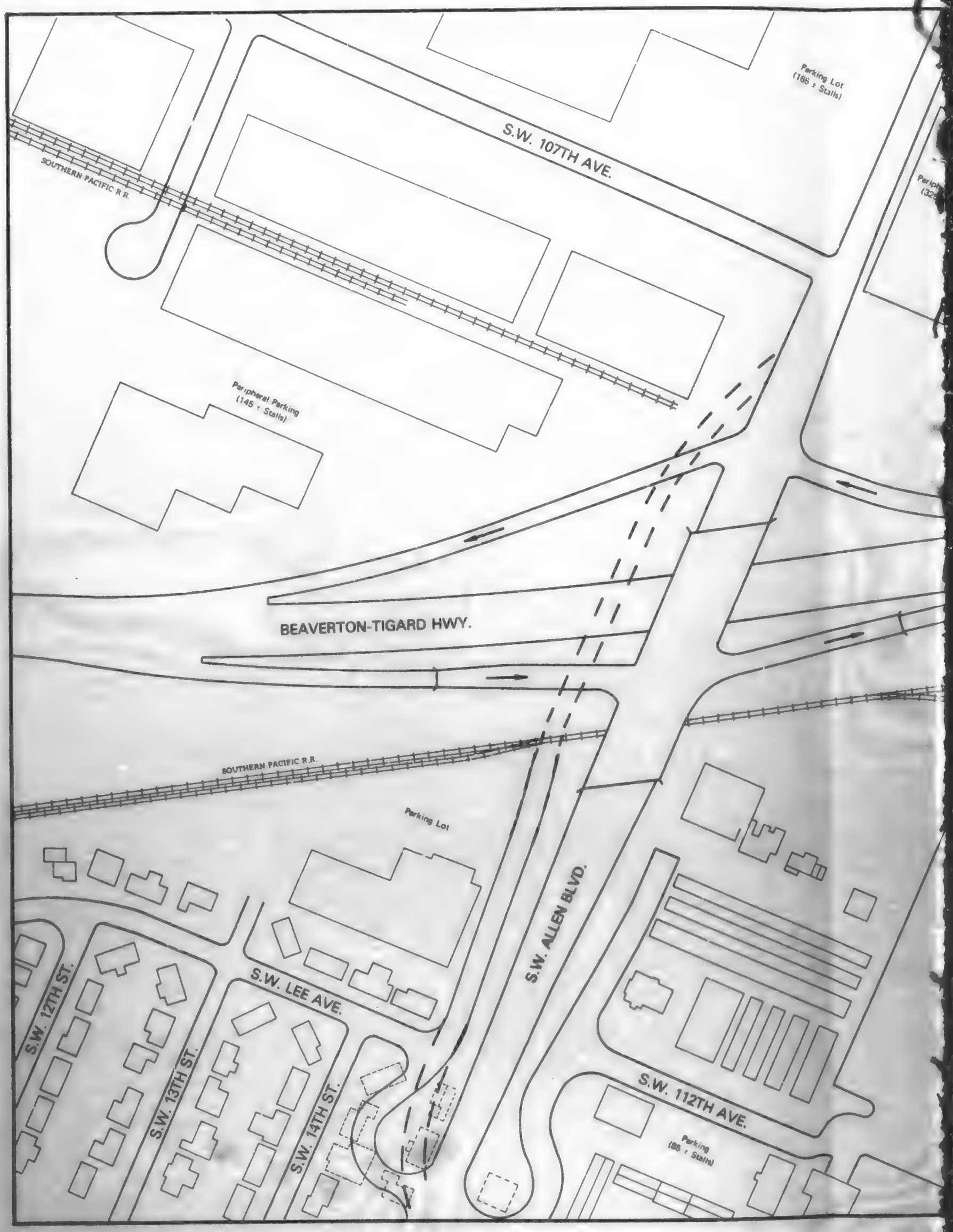
"LOOP INTERCHANGE"

ALTERNATIVE 3

N

0 50 100 150 200 250

SCALE IN FEET


S.W. 107TH AVE.
SOUTHERN PACIFIC R.R.
Parking Lot
(165 ± Stalls)
Peripheral Parking
(145 ± Stalls)
BEAVERTON-TIGARD HWY.
SOUTHERN PACIFIC R.R.
Parking Lot
S.W. ALLEN BLVD.
S.W. 12TH ST.
S.W. 13TH ST.
S.W. LEE AVE.
S.W. 14TH ST.
S.W. 112TH AVE.
Parking
(85 ± Stalls)

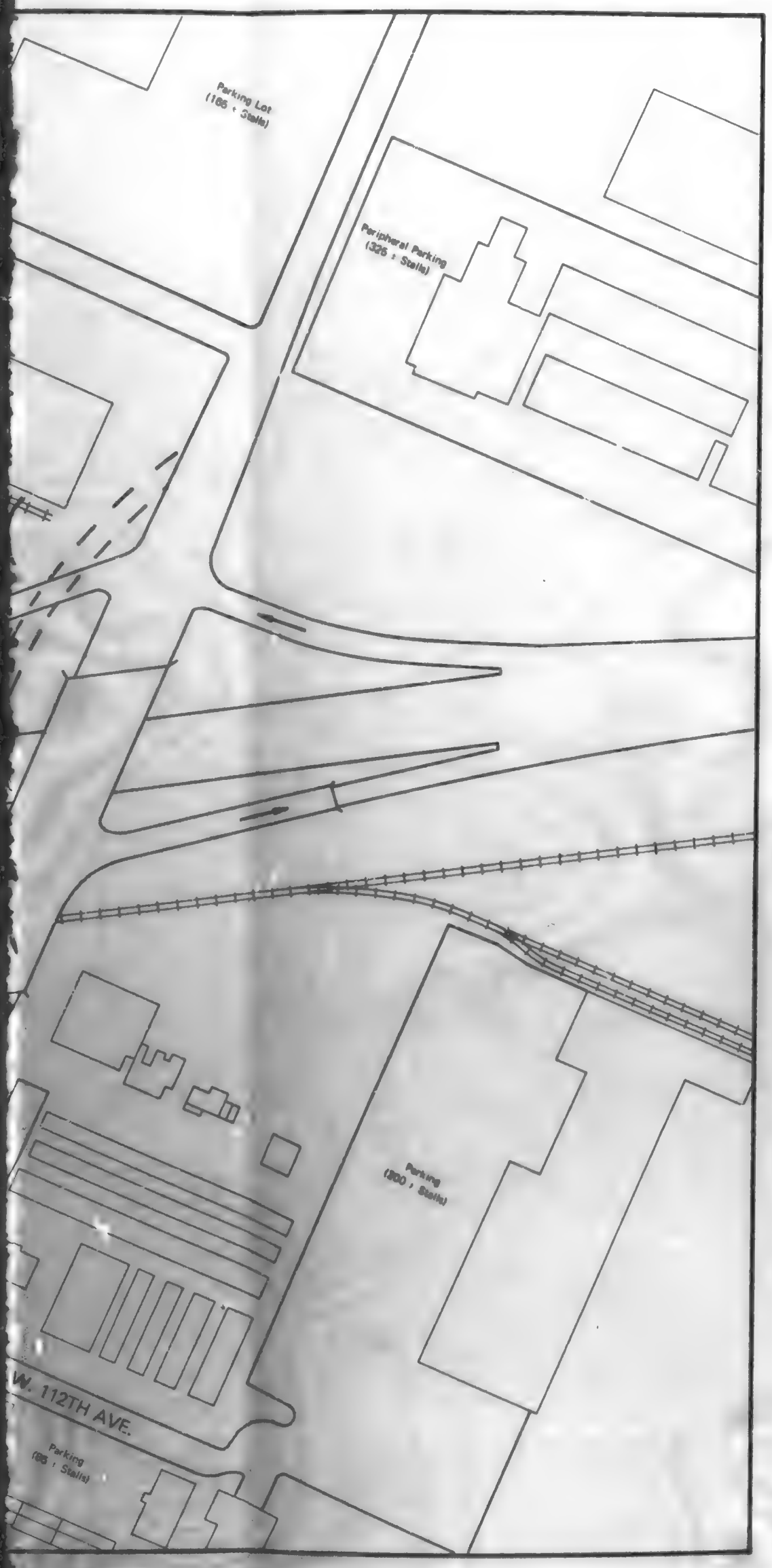


Figure 5

"DIAMOND INTERCHANGE"
ALTERNATIVE

N

DETOUR ROAD USED DURING
CONSTRUCTION OF OVERCROSSING

0 50 100 150 200 250
SCALE IN FEET

Description of Lee Street Connection

Figure 5A shows the original Lee Street connection in dashed lines and the new design in solid lines. The original connection would have accessed Allen Boulevard at the existing Lee Street and would have had no traffic signal. The new design will access Allen Boulevard directly across from King Boulevard and a traffic light will be installed.

At the intersection, Allen Boulevard will have two traffic lanes on Allen Boulevard plus a left-turn refuge in a 44' curb-curb street.

Reser's Fine Foods requested this design change on the basis of traffic and safety considerations. With the original connection tractor trailer trucks would have had to cross traffic while simultaneously climbing a grade at a nonsignalized intersection. The line of sight for the eastbound movement of trucks from Lee Street onto Allen Boulevard is somewhat restricted by the crest of the hill of the interchange. In addition, Grandma Cookie Co. had grave concerns about their access to Allen Boulevard from the south at King Boulevard. The turning radius at this intersection would require trucks to use oncoming traffic lanes in making their turns.

The redesigned Lee Street connection would alleviate these conditions. Trucks exiting from Reser's will be doing so much closer to an at-grade condition. Trucks entering Allen Avenue from Grandma Cookie Co. via King Boulevard will be able to complete turns without encroaching on traffic in oncoming lanes because of the signalization at the intersection. This access is more desirable from a safety standpoint than the original offset access that was planned.

Existing Environmental Setting

Introduction

This section describes the existing cultural and natural features that will be affected by the project. Project effects are generally limited to the study area shown in Figures 6 and 7.

About three-fourths of the study area is in the city of Beaverton in the Raleigh Hills and South Beaverton sections. The remaining portion lies outside of the city limits but is within the Beaverton Planning Area, according to the Beaverton Area General Plan.

The study area is the general point of reference in the ensuing discussion.

Cultural Environment

Population

Table 2 shows population growth for the decade 1960 to 1970 for the Portland metropolitan area. The large percentage increase in outlying areas such as Beaverton indicate the trend toward population dispersal. In fact, the Portland urban area is characterized by a low density population which relies heavily on automotive transportation. The percentage of workers using autos to get to work in 1970 in the Portland SMSA[1] was 73.21%;

[1]The Standard Metropolitan Statistical Area which includes Multnomah, Clackamas, and Washington Counties in Oregon and Clark County in Washington State.

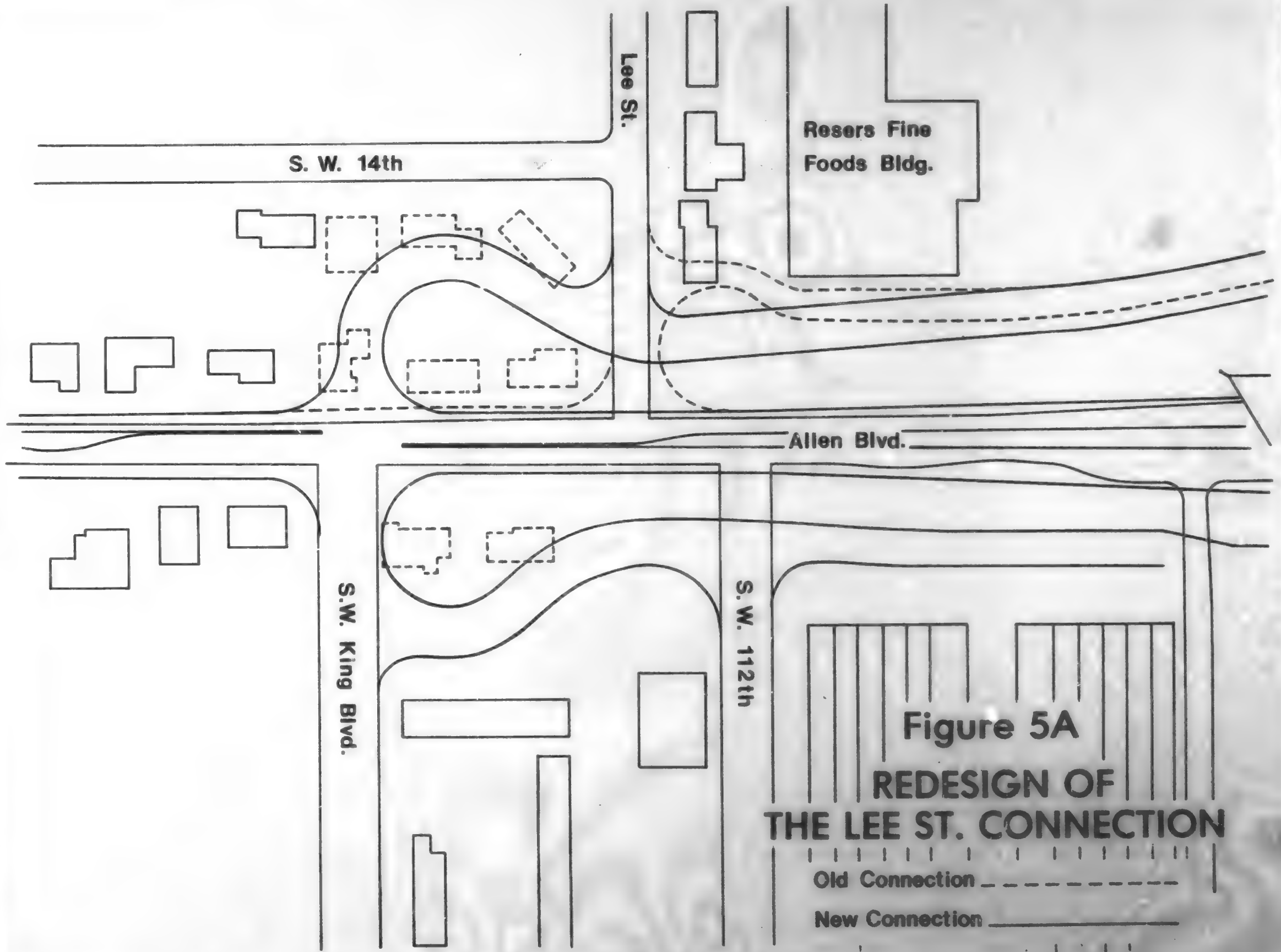


Figure 5A

REDESIGN OF
THE LEE ST. CONNECTION

Figure 6

STUDY AREA

ALLEN BLVD. INTERCHANGE

for Washington County, 88.25%.[2] These factors have contributed to congestion on Highway 217 and Allen Boulevard.

Table 2

POPULATION GROWTH
1960-1970

Area	1960	1970	Change	Percent
Washington County	92,237	157,920	65,683	71.2
Portland	372,676	382,619	9,943	2.7
Beaverton	5,937	18,577	12,640	312.9

Land Use

In the decade 1960 to 1970, there was a great deal of residential growth in the Beaverton area. Growth has not been continuous and there are large tracts of vacant land. Huber, the planning area between Central Beaverton and Aloha, for example, has more vacant land and less population than other areas.

Within eastern Washington County, an industrial corridor follows much of Highway 217 and extends southward along the Pacific Highway (Interstate 5). The areas designated as industrial are shown in Figure 7. A preliminary analysis indicates that most of the businesses are light industrial and warehousing, with some retail activity adjacent to the interchanges and arterials.

The following discussion relates to existing land use within the study area.

[2]U.S. Bureau of the Census, Census of Population and Housing, 1970 Census Tracts, Final Report PHC(1)-165 Portland, Oregon-Washington. SMSA, (Washington, D.C.: U.S. Government Printing Office, 1972), p. P-26.

Residential Land Use

A substantial amount (approximately 500 acres) of the area being studied may be classified as single-family residential. This amounts to about 33% of the study area. Most of the houses have been built since 1960, have city lot size (6,000-10,000 square feet), and are served by the Community Sewer Service. The residences are basically in good condition and might be described as middle-income dwellings.

Mobile homes make up a very small percentage of the total residential area. These are basically located in two mobile home parks: one located east of Highway 217 to the north of Denney Road, and the other located west of Highway 217, just to the south of Allen Boulevard.

Most of the subdivisions in the area have been constructed since 1960. Early plats were generally about 40 acres in size. Improved transportation reduced plat sizes to about 4 acres prior to the 1940's. From 1940 to 1949, the lot sizes were further reduced to city lot size (6,000 to 10,000 square feet), with 1 to 5 acre parcels interspersed. Currently, only about 55 acres (4% of the study area) may be classified as residences with small acreage.

The most significant and distinctive change in residential development is the increase in the number of multiple-family dwellings. This trend began developing in 1962 and has been continuous. Approximately 90 acres (6% of the project area) are currently being used for multiple-family dwellings.

Figure 8 shows the location of single and multiple-family residential uses.

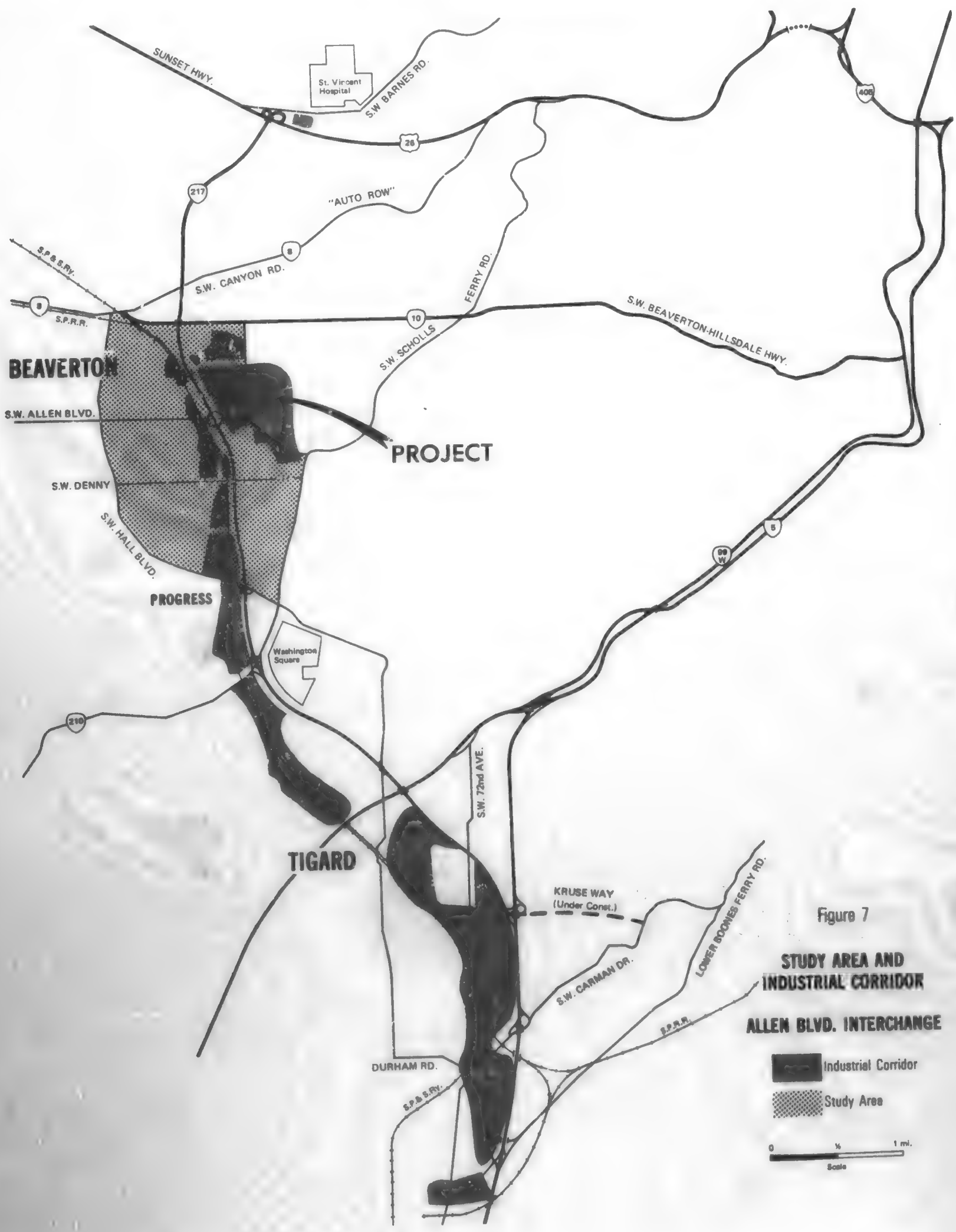


Figure 7

STUDY AREA AND INDUSTRIAL CORRIDOR

ALLEN BLVD. INTERCHANGE

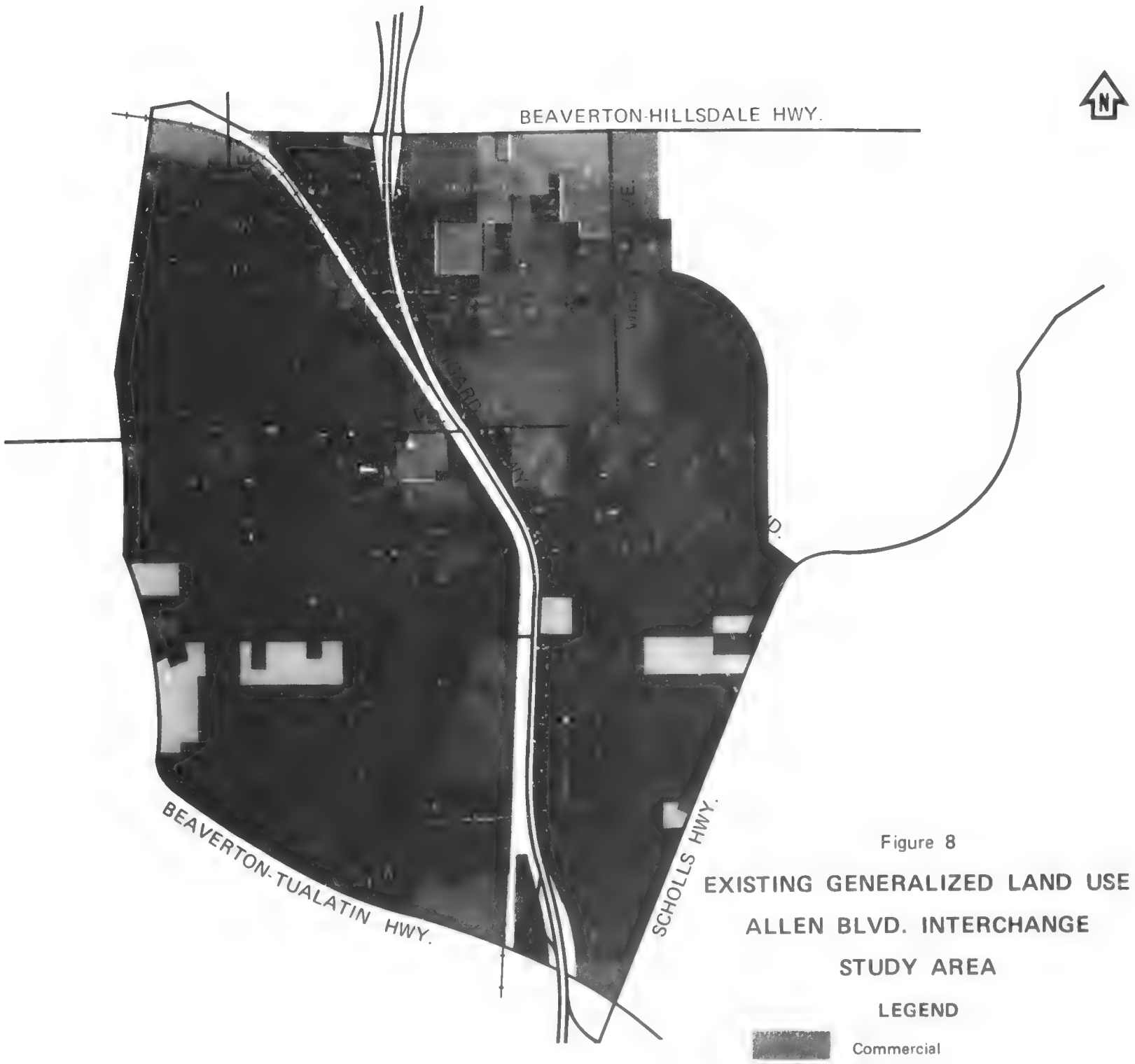


Figure 8

EXISTING GENERALIZED LAND USE

ALLEN BLVD. INTERCHANGE

STUDY AREA

LEGEND

- Commercial
- Industrial
- Residential with Small Acreage
- Single Family Residential
- Multi-family Residential
- Parks
- Open Space
- Institutions & Public Services

Residential expansion will be minimal, because most of the undeveloped land in the study area is proposed for industrial development.

Commercial Land Use

Most of the properties classified as commercial within the project area are concentrated along Hall Boulevard, Allen Boulevard and the Beaverton-Hillsdale Highway. Although there is some strip commercial development (most of which is in the northeast sector), most commercial uses take the form of relatively large business enterprises, office space, and wholesalers. Approximately 110 acres (7% of the study area) is in commercial use.

Industrial Land Use

About 230 acres (15% of the study area) are presently in industrial use. Two large industrial parks, Beaverton Industrial District, and Denney Road Industrial Park have been established and are expanding. It is assumed that a large portion of the vacant land adjacent to the industrial areas will eventually be developed for industrial purposes, because Highway 217 and the railroad provide easy access for transport.

Agriculture

There is presently no land in the study area which can be classified as agricultural in nature.

Undeveloped Land

In the project area there are approximately 430 acres of undeveloped land (29% of the study area). Much of the undeveloped land lies within developing industrial districts, and will likely be developed in industrial uses.

The area immediately adjacent to the project is in the industrial corridor. In the northeast quadrant is a complex of industries, the Beaverton Industrial District. In the southeast quadrant is a restaurant and motel complex. In the southwest quadrant is a commercial storage locker unit and a bakery. In the northwest quadrant is a food processing plant. Areas further west are in residential uses.

Parks and Recreation

There are six parks in the Allen Boulevard study area, all lying within the boundaries of the Tualatin Hills Park and Recreation District. These parks range from one to twelve acres in size. These total 25 acres (2% of the study area).

Tualatin Hills Parks and Recreation District also owns and maintains the Elsie J. Stuhr Senior Citizens Center, which is located in Hall Street Park, providing recreation for senior citizens in the area.

Schools are also used as locations for summer recreation activities, adding to the total amount of usable recreation area.

Public Services and Institutions

Public services and institutions total 60 acres (4% of the study area).

Schools

There are three public schools in the Allen Boulevard project area, all under the auspices of Beaverton School District #48. Two of these are elementary schools (Vose and McKay) and one is an intermediate school (Whitford Junior High).

There is one parochial school in the project area: St. Cecilia School. St. Cecilia's operates with a current (and relatively steady) enrollment of 249 students in grades 1 through 8.

The Beaverton School District #48 transportation center, used for bus parking and maintenance, is located along Allen Boulevard, east of Highway 217.

Churches

There are eight churches of various denominations in the project area. All are located west of Highway 217.

Emergency Services

The project area is served by the city of Beaverton Fire Department. There are two stations in the fire department. One is located at City Hall, which is within the study area, and one is located to the southwest of the study area.

St. Vincent's Hospital is located near the city of Beaverton and serves the project area. Ambulance service for the area is provided by Metro West.

Socioeconomic Characteristics

The growth of industry and employment in the suburbs has been substantial. This is true of the Beaverton area. The lack of congestion, and the large parcels of land available for space intensive operations have made the Beaverton area attractive to many firms. Highway 217 serves to facilitate this process by providing a less costly movement of people and goods. The industrial corridor along Highway 217 reflects this process.

Both industrial and retail activity in the study area can be expected to increase. For example, within the Beaverton area, only 21 percent of the land zoned industrial is used as such.

In addition to serving as a link for an industrial corridor, the Beaverton-Tigard Expressway also serves as an intraurban connector for various highways emanating from the core city. These include the Sunset Highway (U.S. Highway 26), the Beaverton-Hillsdale Highway, Barbur Boulevard (Highway 99W), and the Pacific Highway (Interstate 5), (Figure 7).

As eastern Washington County has grown, the population and the level of economic activity are able to support larger-scale operations. Two of these operations now in existence are St. Vincent's Hospital, located at the north end of the Beaverton-Tigard Expressway, and Washington Square, a regional shopping center located south of the project (see Figure 7). With increased growth, additional large-scale employment and activity centers will locate next to the Beaverton-Tigard Expressway.

The location of employment centers of this type reinforces the residential growth in the area. By 1970, employment in Washington County was 14,574, which was 6.52 percent of total employment in Multnomah, Clackamas and Washington Counties. Nearly all of this employment is in the eastern portion of the county. The largest private employer in the urban area (Tektronics), with about 7,500 employees, is located in the eastern part of Washington County.

There are 89 different firms within the study area. Retail trade, services, and manufacturing dominate the types of businesses in the area. Over a third of the businesses (33 out of 89) are located along the Beaverton-Hillsdale Highway on the north end of the study area. Both this arterial and

S.W. Canyon Boulevard ("Auto Row") are lined on either side with highway-oriented businesses, encouraging the flow of traffic along these routes.

Table 3

NUMBER OF FIRMS IN THE STUDY AREA[3]
By 2-Digit S.I.C.[3] Code

Industry Category	Number of Firms
Contract Construction (S.I.C. 15-17)	2
Manufacturing (S.I.C. 19-39)	18
Trans., Communication & Utilities (S.I.C. 40-49)	6
Wholesale Trade (S.I.C. 50)	8
Retail Trade (S.I.C. 52-59)	25
Finance, Insurance and Real Estate (S.I.C. 60-67)	10
Services (S.I.C. 70-89)	20

Source: Compiled by the Oregon State Highway Division through employment data and field checking, summer, 1975.

In 1970 the study area contained 8,514 people. Census data indicate that the residents of this area are preponderantly middle class. These data show that for the census tracts in this area (census tracts 304, 305, 310, and 311), 1969 median income ranged from $10,183 to $14,904.[4] The median value for housing in 1970 for the census blocks in the area ranged from $15,500 to $31,300, with the values clustered

[3]Standard Industrial Classification

[4]Patterson, Langford, and Stewart, Beaverton General Plan, Part I - Existing Conditions, Factors and Influences (Medford: Patterson, Langford, and Stewart, n.d.), p. 25.

around $17,000-$18,000.[5] The analysis of housing summarized in the Beaverton General Plan indicates that virtually none of the housing in this area is substandard.[6]

Transportation

Figure 6 shows the major streets and highways in the Beaverton area, and Figure 7 shows the major highways in the western portion of the Portland metropolitan area. Highway 217 is a major north-south freeway. Located immediately to the east of Beaverton, it is a major source of access for Beaverton residents to other major highways in the metropolitan area, including the Pacific Highway (I-5), the Sunset Highway (U.S. 26), Barbur Boulevard (Highway 99W), and the Beaverton-Hillsdale Highway.

East-west through traffic is served by the Sunset Highway, the Beaverton-Hillsdale Highway, and the Tualatin Valley Highway. These are major arterials.

Murray Boulevard is the major north-south arterial serving local traffic, and Scholls Ferry Road is a local arterial south of Beaverton traveling in a northeast direction.

Lombard and Hall Boulevard are major collectors in the city of Beaverton serving local traffic. Local traffic has few options for east-west

[5] U.S. Bureau of the Census, Census of Population and Housing, Census Tracts, Final Report PHC(1)-165 Portland, Oregon-Washington SMSA (Washington, D.C.: U.S. Government Printing Office, 1972), pp. P-92 and P-93.

[6] U.S. Bureau of the Census, Census of Housing 1970, Block Statistics. Final Report HC(3)-195 Portland, Oregon-Washington Urbanized Area (Washington, D.C.: U.S. Government Printing Office, 1971), pp. 130-135.

travel within the city. Allen Boulevard is the only through east-west collector in the city between Murray Boulevard and Highway 217. The other east-west collector, Denney Road, has its eastern terminus at Scholls Ferry Road, but to the west, it terminates at Hall Boulevard.

The high rate of automobile dependency, the rapid rate of population growth, industrialization, and suburbanization have all contributed to heavy traffic loads on the streets and highways in the Beaverton area.

Figure 9 shows the existing highway network in the study area and the hourly capacity of each link in the network at level of service "D."[7] Highway 217 is a four-lane highway with at-grade intersections at Allen Boulevard and Denney Road. Allen Boulevard is a two-lane facility west of Highway 217 and a four-lane facility east of Highway 217. Denney Road is a two-lane facility.

Figure 10 shows the same transportation network, but with actual 1975 average daily traffic for each highway link in the network. By multiplying the hourly capacity shown in Figure 9 by ten, a rough measure of the daily level of service "D" capacity is obtained so that a comparison can be made with the actual average daily traffic volume (ADT) shown in Figure 10.

Highway 217 has a level of service "D" capacity of 33,500 and a level of service "E" capacity of 40,000 ADT with existing signalization.

[7] Level of service is a measure of the stability and speed of traffic flow on a given section of highway. Definitions of the various levels of service are given in Appendix B. Reference to Appendix B is necessary for a thorough understanding of this discussion.

Actual 1975 ADT on Highway 217 between Denney Road and Allen Boulevard was 33,600 and between Allen Boulevard and Beaverton-Hillsdale Highway, 36,300. The highway has surpassed its level of service "D" capacity, and is approaching level of service "E." Level of service "E" represents a congested condition.

Allen Boulevard has a level of service "D" capacity of 16,000 ADT. Actual 1975 ADT was 15,700. The high ADT on Allen Boulevard results from the fact that it is the major east-west collector serving the neighborhoods between Murray Boulevard and Highway 217. Allen Boulevard is subject to greater flows of bus traffic than other east-west Beaverton streets, being on the Tri-Met and city school bus routes.

With the exception of portions of Hall Boulevard, Western Avenue, the eastern section of Allen Boulevard, and Denney Road, other highways in the study area are operating at or near their level of service "D" capacity. This is important because it means that other portions of the highway network in the study area would be incapable of absorbing overflows from any increased traffic and congestion on Highway 217 and Allen Boulevard.

Existing Air Quality

Methodology

Prior to the commencement of the air quality analysis for the proposed project,[8] it was recognized by the Oregon State Highway Division

[8]The alternatives which were studied in the air quality analysis of this project included the No Build, Diamond Interchange and Loop Interchange Alternatives. A detailed description of these alternatives can be found in Chapter

Figure 9

EXISTING HIGHWAY NETWORK
LEVEL OF SERVICE "D" CAPACITY

LEGEND

XX.X = Hourly Capacity

(XX) = Number of Lanes

* = Existing Signal

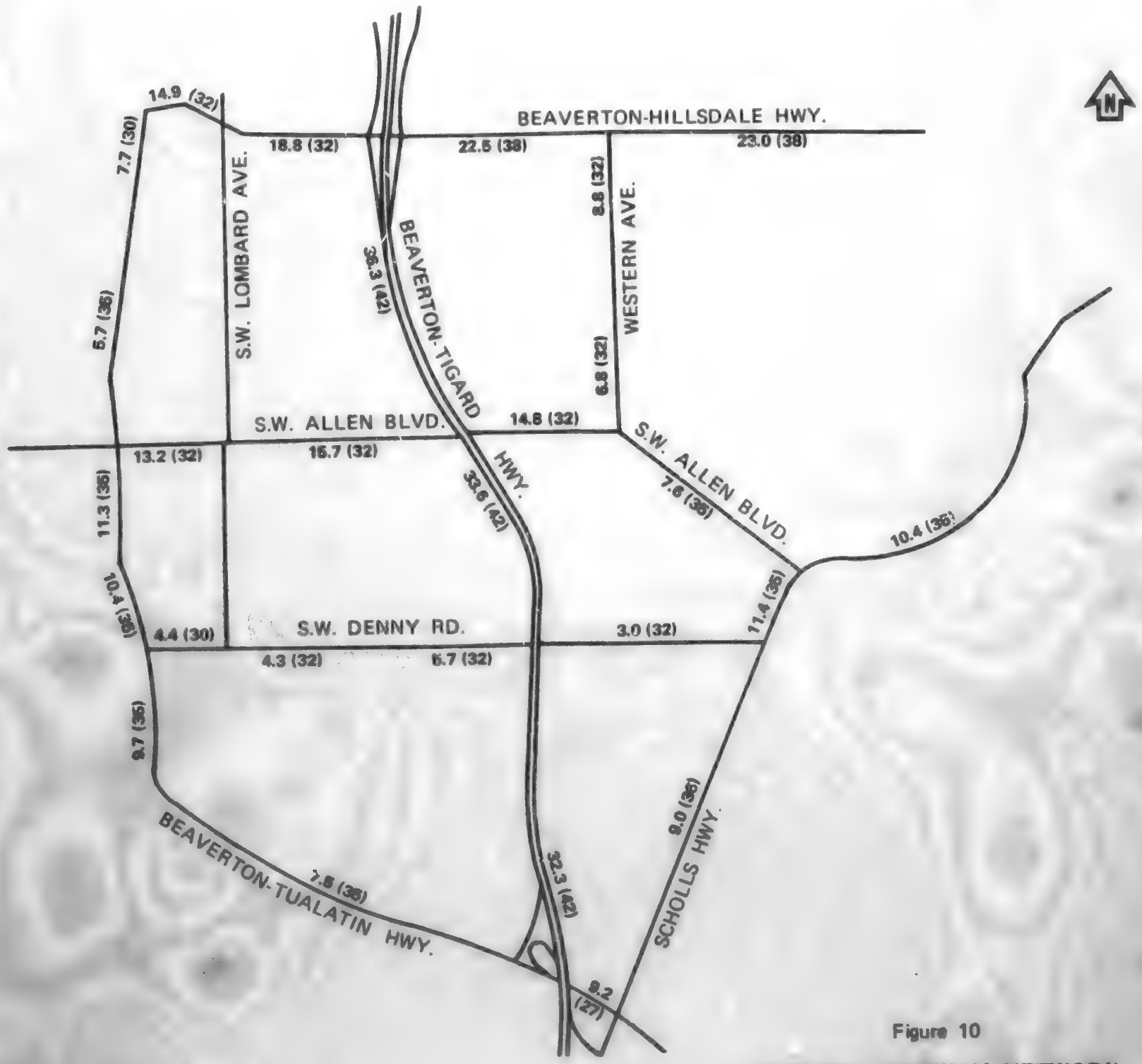


Figure 10

EXISTING HIGHWAY NETWORK

1975 AVERAGE DAILY TRAFFIC

LEGEND

XX.X = 1975 ADT (Thousands)

(XX) = Speed in M.P.H.

(OSHD) that the removal of existing traffic control devices at the Allen Boulevard intersection would increase highway capacity on the Beaverton-Tigard Highway. An increase in capacity would provide for increased traffic growth on this highway; a facility with existing traffic volumes exceeding 20,000 vehicles per day. The expected growth in traffic volumes resulting from the proposed grade separation at Allen Boulevard will exceed 10,000 vehicles per day within ten years after construction. This rate of traffic growth would not be experienced under the No-Build Alternative. The Oregon State Highway Division has applied to the Department of Environmental Quality (DEQ) for an Indirect Source Construction Permit in that the proposed project meets the warrants established in OAR Chapter 340, "Rules For Indirect Sources", Section 20-115(2)(a)(B) as adopted on July 30, 1976:

> "All Indirect Sources meeting the criteria of this subsection relative to type, location, size and operation are required to apply for an Indirect Source Construction Permit:
>
> "The following sources in or within five (5) miles of the municipal boundaries of ...Portland:
>
> "Any Highway Section being proposed for construction with an anticipated annual average daily traffic volume of 20,000 or more motor vehicles per day within ten years after completion, or being modified so that the annual average daily traffic on that Highway Section will be increased to 20,000 or more motor vehicles per day or will be increased by 10,000 or more motor vehicles per day within ten years after completion."

As required in subsections 340-20-129 (1)(d)(E) and (F), it was determined that the year 1977 would be the year in which the potential maximum air quality impact would occur. This determination was based on a review of the total emissions data.

Total annual emissions of carbon monoxide, hydrocarbons and nitrogen oxides resulting from the operation of motor vehicles in the study area[9] based on the total vehicle miles of travel and the respective pollutant emission factors calculated using the methodology outlined by the Environmental Protection Agency (EPA) in their publication: Supplement No. 5 For Compilation of Air Pollutant Emission Factors (AP-42); Second Edition, December, 1975.[10]

The total emissions data has been used to assess regional photochemical oxidant (PCO) potential based on the methodology formulated by J.D. Caplan.[11] Earlier attempts to assess PCO based on derived concentrations of the primary pollutants (hydrocarbons and nitrogen oxides) proved to be misleading or confusing to reviewers of the Draft Environmental Impact Statement (DEIS).

[9]The study area was bordered on the north by the Beaverton-Hillsdale Highway, on the east by Scholls Ferry Road and on the west and south by the Beaverton-Tualatin Highway. Local carbon monoxide impacts discussed later in this report are confined to an area near the Allen Boulevard-Beaverton-Tigard Highway intersection.

[10]The Environmental Protection Agency has recently announced major revisions to emission factor calculations as presented in AP-42. These revisions are to be made available in draft form in May, 1977, with the official release, under the title of Supplement No. 8, available near the end of the year. In order to complete the air quality assessment of this project it was necessary to assume that the EPA factors currently available are in fact valid. It is extremely unlikely that any change in emission factors would alter the relative comparison of project alternatives which has been established through the use of the total emissions analysis. Changes in these factors, however, can be expected to in some way change the anticipated decline of vehicle emissions with time. A cursory examination of emission factors which may be representative of the proposed EPA amendments indicates that the critical year for carbon monoxide may occur three or four years later than that year discussed in this analysis.

[11]J.D. Caplan, "Smog Chemistry Points Way to Rational Vehicle Emission Control", SAE Transactions; Vol. 74; 1966.

Local carbon monoxide impacts have been re-evaluated for the 1977 study year under the influence of several different combinations of meteorological parameters. The results are presented in tabular form for five receptor sites in the vicinity of the Allen Boulevard intersection. Predictions are based on the modified-Gaussian computer model, AIRPOL4A.[12] Input data for this model was generated by a data management program, MSAIRPOL,[13] written by OSHD. This program provides for the rapid modification of source-receptor geometry based on variations in wind directions.

Predictions of future lead concentrations have also been revised from those presented in the DEIS. These revisions reflect changes in the derivation of exhaust lead emissions and reinstatement of EPA regulations[14] concerning the reduction of lead as an additive in gasoline.

Regional Climatology

The Portland area climate is fairly typical of conditions in the Willamette Valley. The weather is usually mild during both the summer and winter months. This climate, according to the study for I-205,[15] is

[12] Wm. A. Carpenter, et al., AIRPOL-4A, An Introduction and Users Guide; Virginia Highway & Transportation Research Council; February, 1976.

[13] This program preserves the integrity of the validated AIRPOL4A model by merely creating various input data sets based on a fixed network of sources and receptors specified by the user. The program calculates the relative upwind/downwind positioning and effective source lengths for any given number of wind directions. Determination of cut/fill geometry is based on the xyz coordinates input for each source and receptor.

[14] Federal Register; Vol. 41, No. 246; Tuesday, December 21, 1976. Reference to 40 CFR 80.20 (a)(1).

[15] I-205 Draft Environmental Impact Statement, Oregon State Highway Division, October, 1972.

produced by marine air from the Pacific Ocean and the effects of the Coast Range 30 miles to the west. The Coast Range extracts much of the moisture from the marine air. This air is much drier by the time it reaches Portland. The Coast Range also protects the city from the more severe effects of winter storms moving in from the Pacific. The Cascade Range to the east acts as a barrier to the continental air masses of the interior Columbia Basin.

The average rainfall in the Portland area is 44 inches per year, with the greatest amount of precipitation occurring during the winter months. Rainfall varies considerably within the Portland Metropolitan area with the highest amounts recorded in the western hills and the lowest amounts in the east Multnomah County area. Approximately 88 percent of the annual rainfall occurs from October through May while the months of June and September account for nine percent and July through August receives three percent. Precipitation is primarily light and heavy rains are infrequent. Violent storms and measurable snowfall are also infrequent.

The marine air mass produces a mild climate with few temperature extremes in winter or summer. The few extremes of hot or cold temperatures that do occur are associated with an occasional push of continental air from the east through the Columbia Gorge. Winter temperatures generally range from highs in the upper 40's to lows in the mid-30's. Summer temperatures range from highs in the upper 70's to lows in the mid-50's. On the average, four days a year have temperatures below freezing, and only nine days have temperatures of 90 degrees or higher.

Ambient Pollutant Concentrations

Ambient air quality in the general project area was the topic of a study conducted by the Oregon State Highway Division[16] from November, 1973 through February, 1974. The study involved the collection of carbon monoxide and meteorological data and the application of mathematical models to derive concentrations of other pollutants. The results of this study are shown in Table 4. The nearest carbon monoxide sampling site in the vicinity of the immediate project area was located at 7575 S.W. 101st Court, Beaverton. The average of sixteen two-hour samples at this location was 3.2 ppm (3.7 mg/m^3). Data from this site correlated well with other sampling sites along the Highway 217 corridor, including sites considerably more distant from major highway sources. The study did not indicate if any relationships between wind direction and carbon monoxide concentrations were noted. No meteorological data was obtained in the immediate project vicinity. The worst case background concentrations were based on frequency distribution plots of all data and factored using the ratio of eight-hour to one-hour average traffic volumes. Data taken by the Oregon State Highway Division in the Portland area indicates that such a technique with regard to true background concentrations is not valid. The highest eight-hour average carbon monoxide concentrations have always been noted during the late evening hours. The implication here is not that traffic volume-carbon monoxide relationships do not exist at background sites, but that meteorological conditions undoubtedly overshadow such a simplistic approach to the derivation of a worst case concentration.

[16] Oregon Department of Transportation, West Portland Park-and-Ride Air Quality Technical Supplement, 1974.

Table 4

SUMMARY OF EXISTING AIR QUALITY
IN PROJECT STUDY AREA

Pollutant	Averaging Time	Primary Standard*	Background Concentration Typical	Background Concentration Worst Case
Carbon Monoxide	1 hour 8 hours	40 mg/m^3** 10 mg/m^3	3 mg/m^3	5 mg/m^3
Hydrocarbons	3 hours	160 ug/m^3	150 ug/m^3	240 ug/m^3
Nitrogen Dioxide	Annual Average	100 ug/m^3	50 ug/m^3	---
Suspended Particulate	Annual Average	60 ug/m^3	40 ug/m^3	---

*Standards based on annual averages are not to be exceeded, all others are not to be exceeded more than once annually. See Table 5 for a more detailed presentation of air quality standards and health effects.

**Micrograms per cubic meter.

Clean Air Act Implementation Plan

After the Environmental Protection Agency's issuance of primary and secondary national ambient air quality standards for a pollutant (Table 5) each state was required to formulate an "implementation plan" to meet, maintain and enforce those standards in each air quality control region within its jurisdiction. The State of Oregon, through the Department of Environmental Quality, Environmental Quality Commission, adopted such an Implementation Plan at its January 24, 1972, meeting in Portland, after considering testimony submitted at public hearings conducted in Portland, Medford, and Eugene. It is required that the changes in air quality resulting from the construction or modification of pollutant sources are assessed to determine if such action is consistent with the goals of the Implementation Plan. A discussion of this relationship can be found in the summary section of this report.

Table 5

NATIONAL AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	LOWEST CONCENTRATION FOUND TO PRODUCE ADVERSE HEALTH EFFECTS	PRIMARY STANDARD	MARGIN OF SAFETY	SECONDARY STANDARD
Sulfer Oxides	Result primarily from the combustion of sulfer containing fossil fuels. Their presence has been associated with the increased incidance of respiratory diseases, increased death rates and property damage.	Annual arithmetic mean	115 ug/m^3	80 ug/m^3	30%	60 ug/m^3
		24-hour maximum*	300-1500 ug/m^3 occuring for three to four days**	365 ug/m^3	0 to 76%	260 ug/m^3
		3-hour maximum*	---	---	---	1,300 ug/m^3
Particulate Matter	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual geometric mean	80-100 ug/m^3**	75 ug/m^3 (DEQ)	6 to 25%	60 ug/m^3
		24-hour maximum*	300 ug/m^3**	60 ug/m^3 260 ug/m^3	25 to 40% 13%	150 ug/m^3
Carbon Monoxide	Carbon monoxide is a by-product of the incomplete burning of carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum*	12-17 mg/m^3	10 mg/m^3	17 to 41%	Same as Primary
		1-hour maximum*	58 mg/m^3	40 mg/m^3	31%	Same as Primary
Photochemical Oxidants	Photochemical oxidants are produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Photochemical oxidants irritate mucous membranes, reduce resistance to respiratory infection, damage plants and contribute to the deterioration of materials.	1-hour maximum*	200 ug/m^3 (maximum daily value)	160 ug/m^3	20%	Same as Primary
Hydrocarbons	Hydrocarbons in the air come mainly from the processing, marketing and use of petroleum products. Some of the hydrocarbons combine with nitrogen oxides in the air to form photochemical oxidants. The hydrocarbons standard therefore, is for use as a guide in devising implementation plans to achieve the oxidant standard.	3-hour maximum* (measured between 6 and 9 a.m.)	Adverse health effects noted only after reaction to form photochemical oxidant.	160 ug/m^3	---	Same as Primary
NO_2	Nitrogen oxides ususally originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant.	Annual arithmetic mean	118-156 ug/m^3 (mean 24-hour concentration over six month period)	100 ug/m^3	15 to 36%	Same as Primary
Lead***	Airborne lead results primarily from automotive emissions. Symptoms of mild lead intoxication include loss of appetite, drowsiness, and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One Month Average*	---	3-ug/m^3	---	---

* Not to be exceeded more than once annually.

** Combined effect of both gaseous phase and particulate.

*** No National Standard for this pollutant exists, however DEQ has adopted a lead standard for projects in Oregon.

ug/m^3 = micrograms per cubic meter

mg/m^3 = milligrams per cubic meter

Existing Noise Environment

Five sites were selected as representative of the existing conditions (Figure 12). Noise measurements at each of these sites were made to obtain and define the existing noise environment. Three of these sites were located west of Highway 217 along Allen Boulevard, near the intersections of S.W. Alger and S.W. 112th Avenue. The remaining two were east of Highway 217 near the Greenwood Inn, one on Allen, the other in the rear of the Inn, nearer the highway. Measured values per site location are presented in Table 6. These data show that the L_{10} noise levels[17] along and attributed to Allen Boulevard fluctuate between 67 and 71 dBA.[18] This is primarily due to the variations in vehicle use during the day.

A computer program,[19] modeled to depict the existing Allen Boulevard configuration and traffic loading was used to define a worst-case noise condition.[20] This resulted in an L_{10} 70 dBA noise level extending approximately 110 feet along both sides and from the centerline of Allen Boulevard. Traffic-generated noise from Highway 217 was also measured and then computed.

[17] L_{10} noise level--the sound level that is exceeded 10 percent of the time.

[18] Decibels on the A scale, a measurement of sound pressure.

[19] The computer program selected and used on this project is the National Cooperative Highway Research Project (NCHRP) 117. The computed model for this project does not take into account any obstructing structures. It is based on traffic loading, roadway configuration, and topography of the project area.

[20] Using the volumes, percentages, and speeds, it was found that the peak truck hour traffic developed higher sound levels than the daily peak traffic hour volumes.

Figure 12

NOISE MEASUREMENT SITE LOCATIONS

Table 6

SITE/RECORDED VALUES

Site	L_{10}*	L_{50}	Recording Date and Time
Site #1:			
50' from centerline of Allen Boulevard at 112th	68	64	3 June 75 1:00 p.m.
Site #2:			
50' from centerline of Allen Boulevard, between 112th and Highway 217	68	63	3 June 75 1:30 p.m.
Site #3:			
50' from centerline of Allen Boulevard, in line with Baptist Church	68	61	3 June 75 10:30 a.m.
	71	65	5 Dec. 75 11:45 a.m.
Site #4:			
Greenwood Inn parking lot--75' from centerline of Allen Boulevard; 50' from centerline of Allen Boulevard on same line	67	60	3 June 75 9:45 a.m.
	71	65	5 Dec. 75 2:00 p.m.
Site #5:			
Greenwood Inn rear parking lot	65	60	3 June 75 9:15 a.m.

*L_{10} and L_{50} indicate sound level exceeded over a percentage of time (time frame = 1 hour). L_{10} = level exceeded 10% of the time, L_{50} = 50%.

The L_{10} 70 dBA level was found to extend 150 feet from the edge of the nearest lane. The present Allen boulevard facility with the existing traffic loading, results in all receptor/structures fronting and abutting Allen Boulevard being exposed to noise levels in excess of the Federal Highway Administration noise guidelines.[21] As for traffic-generated noise from Highway 217, there are presently no receptors within the 70 dBA radiating pattern to be impacted.

Historical Sites

The project area contains no properties which are listed, nominated or eligible for listing in the National Register of Historic Places.

A field survey of the area indicates no properties of known historical significance or of unique architectural qualifications relating to the 19th or early 20th Century.

Archeological Sites

An archeological reconnaissance survey of the project area was conducted by the Museum of Natural History at the University of Oregon. No archeological sites were found.

[21] The Federal Highway Administration, through PPM 90-2, states that receptors, residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks should not be exposed to noise levels greater than 70 dBA more than 10 percent of the time. Design noise level/land-use relationships are shown in Appendix C.

Natural Environment

Geology

The Tualatin Valley is a bowl-shaped syncline or trough underlain by the Columbia River Basalt Formation upon which has been deposited stream and lake sedimentary material approximately 1,500 feet thick in its deepest part near Hillsboro. The sedimentary material underlying the project area is about 800 feet thick. In upward sequence, the material consists of the semiconsolidated silt and clay, with occasional beds of fine sand and rare gravel, of the Troutdale Formation; the unconsolidated beds and lenses of fine sand, silt, and clay of the Willamette Silt Formation; and the sand, silt, and clay of the Young alluvium forming the present flood plains. Rock types to be encountered by project construction work are the Willamette Silt, ranging from 20 to 50 feet in thickness, and the overlying thin veneer of Young alluvium.

Some small (1/8 inch to 3/16 inch) mollusk and gastropod shells were recovered from the 20- to 21.5-foot and 25- to 26.5-foot levels in the northeast quadrant of the project, revealing a former lacustrine (lake) environment.

Topography

The project area is in the wide, flat, lowland east-central portion of the Tualatin Valley and lies at an elevation of approximately 180 feet above mean sea level.

Soils

Exploratory borings for structure and embankment foundation information in the project area show the underlying typical soils to be clayey silts,

fine sandy silts, and silty clays. Some thin lenses of small rock fragments and small rounded gravel were logged below 36 feet, well below the planned subgrade construction depths. Borings ranged to 91.5 feet in depth.

The clayey silt soil was used to determine the base design because of its general presence in the construction zone. The following test data of the clayey silts are extracted from Laboratory Report No. 816330 and 816330 B, on file in the Materials Section of the OSHD.

Table 7

CLASSI-FICATION	SOIL CONSTANTS			SIEVE ANALYSIS	HYDROMETER ANALYSIS			
AASHTO	Liquid Limit	Plastic Limit	Plastic Index	% Passing #200 Sieve	% >2 mm*	% Sand	% Silt	% Clay
A-4 (8)	29	24	5	82.9	1.7	15.4	61.5	21.4

*> = greater than.

The AASHTO (American Association of State Highway and Transportation Officials) classification, derived from tests listed in the above table, designates the soil as being fair to poor for use as subgrade or embankment material.

An explanation of the table headings and the impacts of the test data on the proposed construction are contained in Appendix D.

Geologic Hazards

Inadequate drainage constitutes the only known geologic hazard in the project area. The natural drainage is poor due to the relatively impervious, fine-grained soils, the high groundwater table, and the low

gradient of the entire area. Water now ponds in several locations in the project area during the rainy season.

The northeast quadrant of the project, on which the northbound ramp will be built, is a rather extensive marshy area underlain by silty clay, clayey to fine sandy silt, and minor gravel. These soils form poor subgrade material when wet.

Aquatic Environment

Groundwater

Groundwater occurs at or near land surface over a large part of the Tualatin Valley. Within the high groundwater areas, it should be anticipated that any shallow excavation will encounter groundwater, and special precautions may be required to protect excavated slopes. (Schlicker and Deacon, 1967, p. 54.)

In the project area, the groundwater table rises to within 10 feet or less of land surface. During the month of September 1975, after a considerable dry period, standing water was noted in the northeast and southeast quadrants of the project. That in the northeast quadrant was of considerable extent. Vegetation indicative of high groundwater also grows in the northwest and southwest quadrants.

Water in the project area is supplied by the city of Beaverton, and there are no known wells in the area.

Minor excavation is planned for the project, and no construction problems due to high groundwater are anticipated.

Drainage

Two streams cross the project area: Beaverton Creek to the northwest and Fanno Creek to the southeast (Figure 13). Drainage through the project area is generally northeasterly into Beaverton Creek. Most of the area southeast of the interchange drains into Fanno Creek, although some drainage in that quadrant near Allen Boulevard runs north via a culvert to Beaverton Ditch. The area surrounding the proposed interchange is low and downward percolation is poor due to impervious fine-grained soil present. Water usually ponds in the low area crossed by the proposed alignment and in the past has risen high enough to overlap the northbound lane of 217 and Allen Blvd. east of the highway.

Beaverton Creek and Fanno Creek are part of the Tualatin River watershed, and originate in the west hills of Portland near Beaverton. Beaverton Creek flows west to its confluence with Rock Creek at R.M. 4.3 (thence to the Tualatin), and Fanno Creek flows south to its confluence with the Tualatin River at R.M. 9.4.

Rock Creek and its tributary, Beaverton Creek, drain an area of approximately 76.1 square miles, and Fanno Creek drains an area of approximately 32.5 square miles.

There are no records of stream stages or discharges available for Beaverton or Fanno Creeks. Small streams draining urban areas, such as Beaverton and Fanno Creeks, however, are characterized by fast rises immediately after heavy rain occurs, cresting shortly after rainfall ceases. The 100-year flood plain runs roughly along the 180-foot contour; its configuration is continually being altered by local development. See Figure 13A for a flood hazard map of the area (1976 Flood Hazard Boundary Map, HUD).

ERRATA SHEET

1. The Letter from the State Historic Preservation Office is Appendix H. There is no Air Quality Appendix or Appendix I.

2. The note on page 22 refers to chapter 2, Project Alternatives.

3. Page 71, paragraph 2 should refer to Figure 30A rather than Figure 33.

4. Page 78, last paragraph should read 2.3 to 3.2 acres of wetlands.

5. Page 85, response to comment number 4 should read "See response to comment 32," rather than Comment 1.

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CREEK
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1" = 400'

FANNO CREEK

BEAVERTON-TIGARD HWY.

S.W. ALLEN BLVD.

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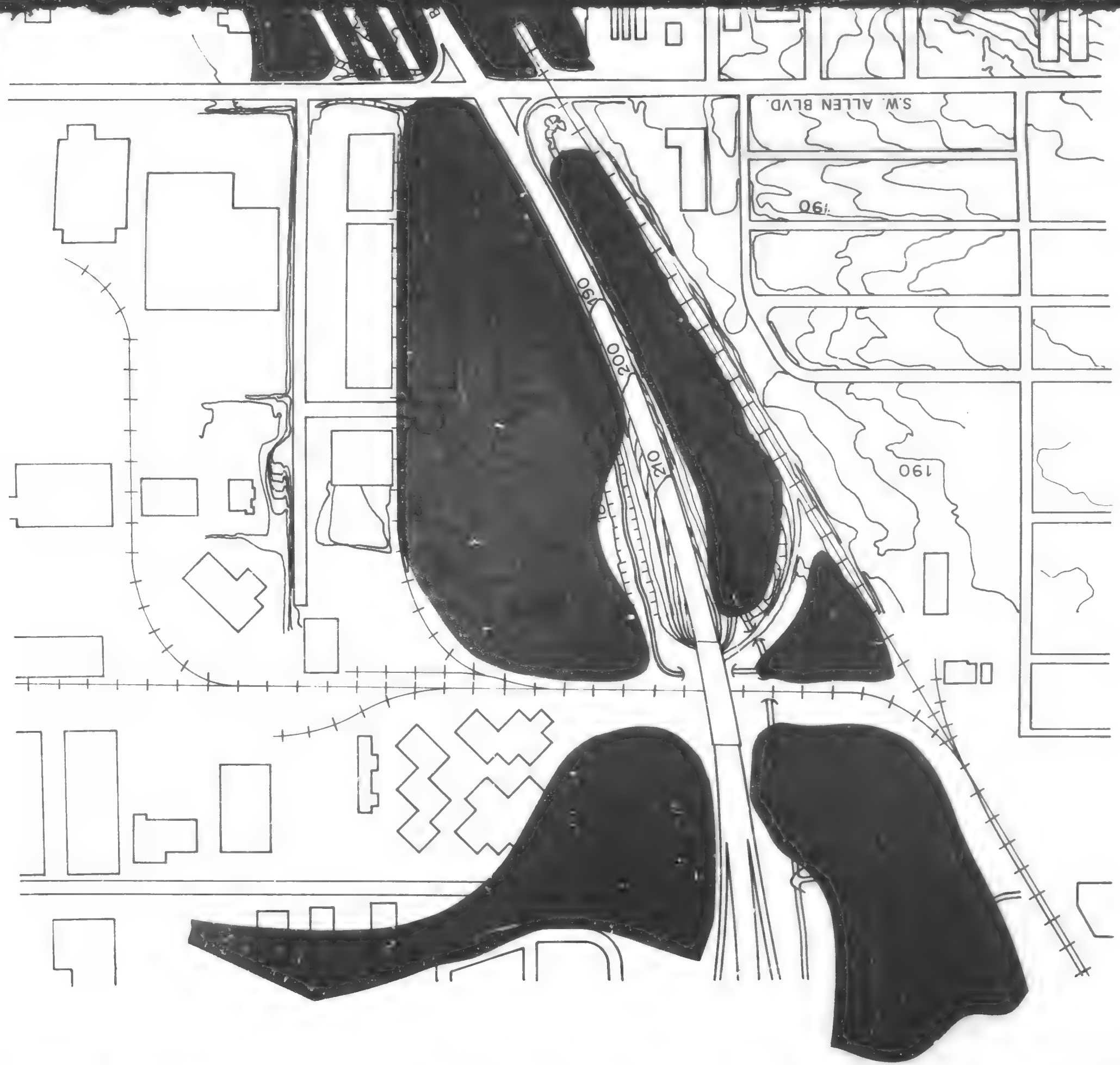
Figure 13

SURFACE WATER FEATURES
PROJECT VICINITY

LEGEND

Standing Water/Marsh

Flowing Water/Ponds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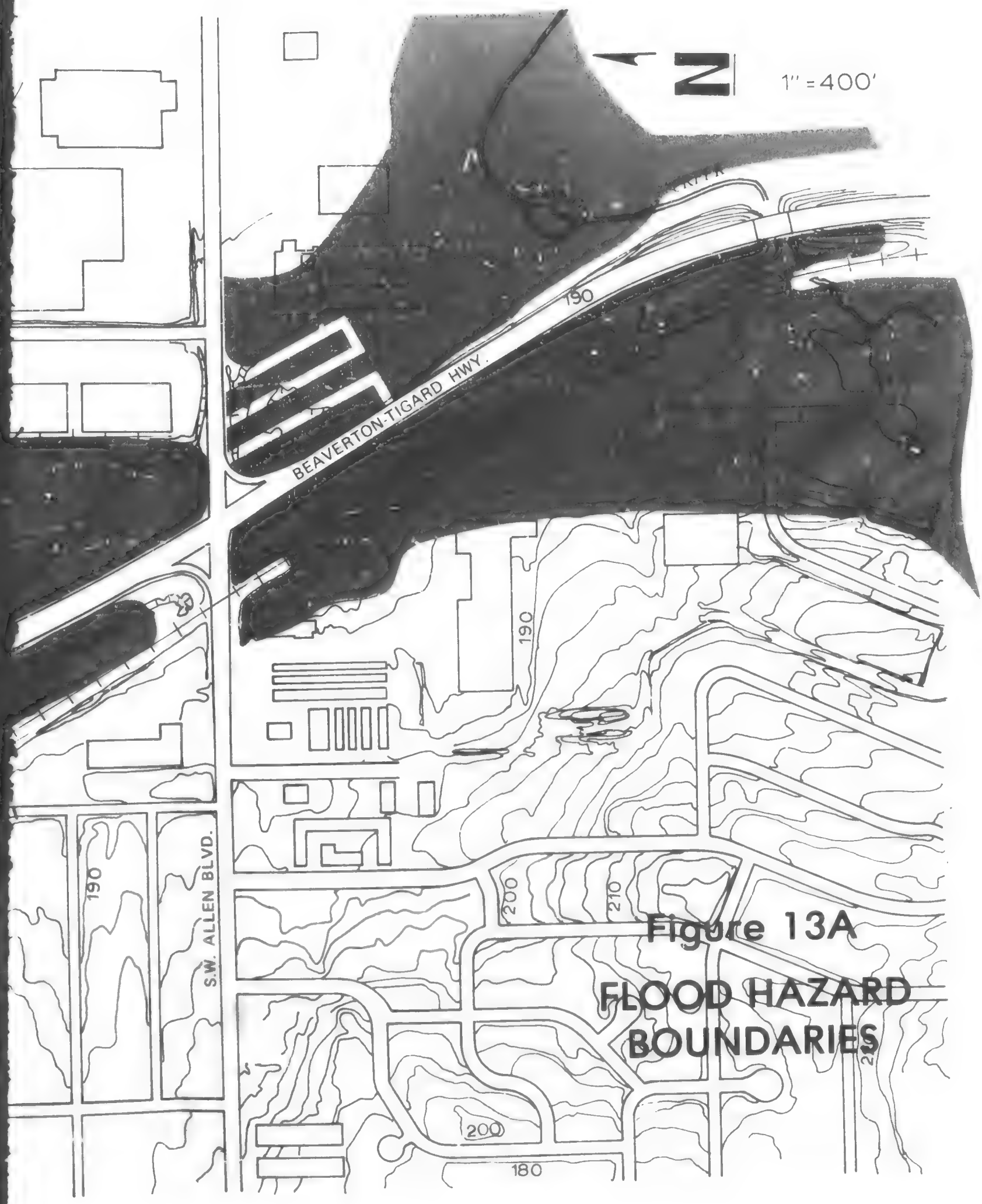

Figure 13A

FLOOD HAZARD BOUNDARIES

Storm and sanitary sewer systems are separate in this area. A city storm sewer (24") runs along Allen Boulevard from the west, draining a considerable area to the west, and crosses the Allen Boulevard-Highway 217 Interchange northeasterly via a 30" and a 36" pipe. The existing system is capable of transporting a 5-year frequency flood. Once in the northeast quadrant of the interchange, the storm sewer effluent flows north via an open drainage ditch (Beaverton Ditch) which merges with Beaverton Creek at the Highway 217 overpass. Beaverton Creek originates in the small wetlands area to the west of Highway 217 at approximately Station 215. It proceeds north under the railroad and is joined by Beaverton Ditch at the Highway 217 overpass.

Just north of Allen Boulevard, between S.W. Lee Street and S.W. Alger Street, water presently flows easterly to S.W. Lee Street in a small ditch behind the homes along Allen Boulevard, then northerly to an existing storm sewer. In addition, drainage off Allen Boulevard moves in a slight depression between these homes and Allen Boulevard, flooding driveways and causing inconvenience to the residents.

Local residents feel that if both Allen Boulevard and S.W. Lee Street were constructed to a higher elevation, water would collect in their yards. Most of the water which accumulates on the properties between S.W. Lee and S.W. Alger Streets is runoff from Allen Boulevard. The construction of curbs and inlets along Allen Boulevard will collect the pavement runoff, and any remaining storm runoff can be intercepted with two inlets at the property lines.

Aquatic

The waters of Beaverton Creek and Fanno Creek are generally of low quality. Large quantities of domestic sewage and urban runoff enter both streams and are primarily responsible for the water quality problems in this watershed. The Department of Environmental Quality reports that up to 90% of the flow of Beaverton and Fanno Creeks at low water is composed of sewage effluent. Often these creeks are in violation of the special water quality and waste treatment standards established by DEQ for the Tualatin River Basin. However, Beaverton Creek in the vicinity of the project area has better water quality than other sections of the creek, as determined by limited sampling and historical data from Stations at 110th and Canyon, Canyon Drive-In and Beaverton-Hillsdale Highway near Highway 217, 1964 through 1975. These data indicate slightly acid to slightly alkaline pH, adequate dissolved oxygen concentrations (5-10 milligrams per liter), low turbidity, moderate alkalinity (90 mg/l), low (0.08 to 0.76 mg/l) nitrate concentrations, and low to slightly elevated (0.16 to 0.72 mg/l) phosphate concentrations. During high-water and flood events, backup of lower quality downstream water occurs. Beaverton Ditch, which originates in the project area and flows into Beaverton Creek at the northwest end of the project, had (on the one date sampled, September 29, 1975) high turbidity (325 JTU), oxygen (9 mg/l), pH (8), alkalinity (200 mg/l), and hardness (170 mg/l), but low nitrate and phosphate levels (0.15 and 0.09 mg/l, respectively).

The water was stagnant and was heavily covered with duckweed. Emergent vegetation includes willows, cattails, rushes, sedges, and reed canary grass. Numerous frogs were observed, and the ditch was filled with

moderate to large quantities of mosquito fish, which act to keep local mosquito populations down. They are present in the project area only where water is present perennially, as these fish breed in summer. No other fish populations of significance are present in the project area.

The suitability of the project area as aquatic habitat is generally low, but it has small areas (wetlands) which can be classified as having moderate suitability.

Wildlife

The habitat of the Allen Boulevard study area is characterized as "Urban/Industrial." Approximately 50% of the land surface is occupied by buildings and paved surfaces; it is not productive and is of limited wildlife value.

The remainder of the land is biologically productive; it is predominantly landscaped and is dominated by lawns and shrubs. Except in the older residential sections, trees are young and do not dominate the vegetation.

Within the study area are small amounts of significantly different habitat. Within the highway right-of-way and the right-of-way of the Southern Pacific Railway occur small wetland areas surrounded by untended grasslands. These areas are shown in Figure 14, and the numbers shown will be used to identify specific wetland areas throughout the remainder of this report.

Existing conditions are largely the result of urban development within the study area. Because of poor drainage, it has been necessary to fill small areas of marsh and wet meadow to build streets, homes, and

factories. Wetlands and unmowed grasslands are largely restricted to areas owned by the State or by public utilities; as such, they are relatively safe from further change and can be considered fairly permanent features of the future environment.

Three types of wildlife are found in the Allen Boulevard study area, and this project will affect them in different ways.

1. There are species of wildlife which thrive in an urban/industrial setting and which are seldom found away from this type of habitat. Among these are the English sparrow and the house mouse. These species are generally year-around residents.
2. A second type of wildlife neither requires nor shuns the urban/industrial habitat. Their habitat requirements or adaptability are such that they may continue to use areas which have undergone urban change, although their numbers may be reduced. Among these are many of the small migratory songbirds, the American kestrel, scrub jay, blackbird, opossum, raccoon, meadow mouse, mole and gopher.
3. The third type of wildlife is present only because wetlands still exist in the study area; decreasing the amount of wetlands will automatically reduce their numbers or use. Among these are the bullfrog (a game species in Oregon), the mosquito fish, the great blue heron, mallard ducks, and redwing blackbird.

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BEAVERTON
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1" = 400'

FANNO CREEK

BEAVERTON-TIGARD HWY.

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S.W. ALLEN BLVD.

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Figure 14

EXISTING WETLANDS AND PROJECT RELATED WETLANDS LOSS

LEGEND

Wetlands

Proposed fill across wetlands

Numbers refer to text

Appendix E shows the species of wildlife in the Allen Boulevard study area and their habitat preference according to this scheme.

Table 8 shows the forecast losses and gains of habitat types between 1970 and 1990 for Washington County, Oregon. It should be noted that wet meadow is in least supply and is forecast to suffer the greatest loss by 1990.

Wetlands have long been considered to have a special significance for wildlife because of their actual value as habitat and because they are so easily destroyed unless active measures are taken for their protection. Both the Fish and Wildlife Coordination Act and the Water Bank Act have as one of their purposes the preservation and enhancement of wetlands.

There are four areas in the study area which are considered "wetlands." They are either Type 2 (Inland Fresh Meadow), Type 3 (Inland Shallow Fresh Marsh) or a combination of the two.[22]

In comparison to other wetland areas, the value of these is small. They are restricted in their size, surrounding setting, the amount of open water available year-round, and the nature of cover for waterfowl and marsh birds. In relation to the study area, however, these wetlands and surrounding unmowed grasslands are the most valuable habitat to be found. Their greatest value for waterfowl occurs during the wet season when wet meadows are flooded and act as supplemental feeding areas for a

[22] S.P. Shaw, and C.G. Tredine. Wetlands of the United States--Their Extent and Their Value to Waterfowl and Other Wildlife. USDI Fish and Wildlife Service, Circular 39.

Table 8

HABITAT TRENDS IN WASHINGTON COUNTY, OREGON
1970 TO 1990

Habitat Type	1970 Acres	% of County	1990 Acres	% Change + or - from 1970 to 1990
Lakes and Reservoirs	1,000	>1	6,510	+551
Wet Meadows	360	>1	150	- 58
Riparian	9,430	2	4,150	- 56
Douglas Fir - Trailing Blackberry	243,070	53	227,098	- 7
True Fir	2,440	>1	2,440	0
Deciduous Hardwood	1,500	>1	900	- 40
Irrigated Agriculture	14,848	3	49,928	+236
Nonirrigated Agriculture	130,299	28	84,236	- 35
Urban/Industrial	55,293	12	82,878	+ 50

Source: Oregon Wildlife Commission. 1974. Data Catalogue, Oregon Fish and Wildlife Plan--Wildlife. Oregon Wildlife Commission, advance copy, Portland.

few migratory dabbling ducks. Year-round open water areas support the most numerous game species of the study area, bullfrogs. Pheasants were observed and probably nest within surrounding unmowed grasslands. In September, more than twenty mourning doves were observed near wetlands #1 and #3.

All the wetlands are potential mosquito breeding areas, and mosquito fish, which consume mosquito larvae, survive year-round in the open water areas of wetlands #1 and #3. Areas #2 and #4 contain no open water in the summer and no mosquito fish; biological mosquito control is less effective in these areas.

A search was made for the presence or the potential for threatened or endangered species. Wetlands areas 1 and 3 were found to be potential habitat for the red ventered variety of the western spotted frog (Rana pretiosa) which is considered threatened in Oregon. No individuals of this species were encountered.

Except for the spotted frog, there is little potential for the future presence of other species on the threatened or endangered list.

Environmental Impacts

Introduction

Impacts of the Allen Boulevard Interchange are discussed by alternative for each of the topics covered in the chapter "Existing Environmental Setting." The interchange effects are tied to those of the widening project where it is appropriate.

Project effects are generally within the bounds of the study area shown in Figure 6.

Cultural Impacts

Traffic Impacts

Traffic projections were made for the years 1977, 1986, and 1996 for each of the alternatives. In making these projections, it was assumed that the CRAG Interim Transportation Plan improvements would be implemented (Figure 15 and Appendix A). These proposed improvements represent the planned transportation network.

Figure 16 shows projected 1996 traffic for Alternative 1; Figure 17 for Alternatives 2A and 3A (an interchange, either the proposed full diamond or the loop alternative, serving a four-lane Allen Boulevard); and Figure 18 for Alternatives 2B and 3B (an interchange, either the proposed full diamond or the loop alternative, serving a two-lane Allen Boulevard).

Alternative 1, the no-build, shows one-half the traffic volumes of the build alternatives on Highway 217. Under Alternative 1, Highway 217 is restricted to about 40,000 average daily traffic (ADT) at a level of service "E" due to capacity restrictions caused by existing signalization. With either interchange (Alternative 2, the build alternative, or 3), signals no longer control flow on Highway 217, and volumes of 63,500 to 70,700 ADT can be accommodated at a level of service "D."

Construction of the interchange is not the controlling factor in traffic flows on Allen Boulevard. As a two-lane facility, Allen Boulevard will accommodate the same 1996 traffic flow whether or not the interchange is built (Figures 16 and 18). If Allen Boulevard remains a two-lane

Figure 15

PVMATS - 1990 INTERIM TRANSPORTATION PLAN

PROPOSED HIGHWAY & STREET IMPROVEMENT PROJECTS

WASHINGTON COUNTY

Figure 16

1996 AVERAGE DAILY TRAFFIC

ALTERNATIVE 1

LEGEND

- = 1996 ADT (Thousands)
- = Speed in M.P.H.

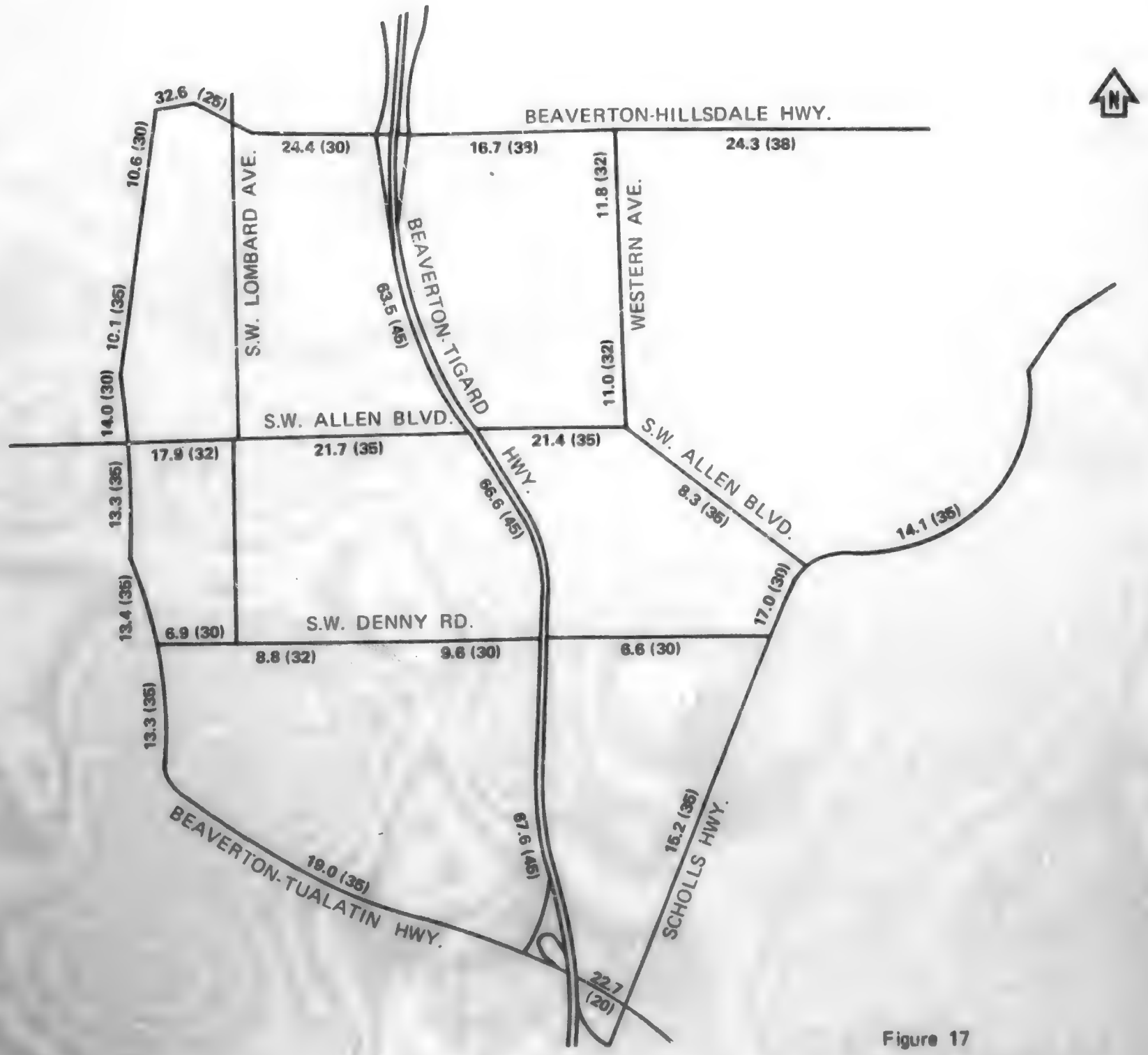


Figure 17

1996 AVERAGE DAILY TRAFFIC

ALTERNATIVES 2A AND 3A

LEGEND

XX.X = 1996 ADT (Thousands)

(XX) = Speed in M.P.H.

Figure 18

1996 AVERAGE DAILY TRAFFIC

ALTERNATIVES 2B AND 3B

LEGEND

XX.X = 1996 ADT (Thousands)

(XX) = Speed in M.P.H.

facility (Alternatives 2B and 3B, Figure 18), it is expected to accommodate about 6,000 fewer vehicles daily in 1996 than if it is developed as a four-lane facility (Alternatives 2A and 3A, Figure 17). Additional traffic appears on the Beaverton-Hillsdale Highway and Denney Road with the two-lane facility.

Whether the proposed build alternative of a full diamond interchange (Alternative 2) or the loop option (Alternative 3) is built makes no difference to areawide traffic patterns (Figures 17 and 18).

The remainder of the system in the study area shows little difference in traffic regardless of the alternative chosen for modeling.

A more detailed analysis was conducted to determine differences in traffic impacts between the proposed full diamond interchange (Alternative 2) and the loop alternative (Alternative 3) at the interchange itself. Levels of service with 1996 traffic volumes are shown in Table 9 for both alternatives. With two travel lanes, left-turn refuges, and signalization on the overcrossing, the full diamond interchange would have an overall "E-F" level of service in 1996. A minimum of four lanes and a desirable five (separate left-turn refuges) should be provided to handle future traffic. Five lanes provide "C" level of service for projected traffic. Provision of four or five traffic lanes is contingent upon completion of the city of Beaverton project to widen Allen Boulevard.

Table 9

	Full Diamond Interchange		Loop Alternative	
	East Ramp Terminal	West Ramp Terminal	East Ramp Terminal	West Ramp Terminal
AM	E-F	E-F	D	E-F
PM	E-F	E-F	C	E-F

For the loop alternative, the level of service would have been higher at the east terminal because there are fewer moves to be signalized with the free right turn on the right loop, and less traffic on the northbound on-ramp. The free entrance for the west-to-north move is more desirable from a traffic standpoint in that not only is the east ramp terminal less congested, but no backups are experienced on Allen Boulevard.

Weave calculations were performed for the diamond and the loop alternatives in the sections between Denney Road and Allen Boulevard and in the sections between Allen Boulevard and the Beaverton-Hillsdale Highway. "Weave" is a term describing lane changes occurring between interchanges for those vehicles entering Highway 217 at one interchange and for those vehicles leaving Highway 217 at the next interchange.

The minimum acceptable weave distance between the Allen Boulevard and Denney Road Interchanges on 217 northbound is 1000 feet. Alternative 2 will result in a weave distance of 1200 feet between the two interchanges. The loop alternative (Alternative 3) would have reduced weave distance between Allen and Denney to 1000 feet. This is considered the minimum acceptable weave distance between the interchanges.

Weave calculations for the Denney-Allen section reveal approximately "C" to "D" level ranges for both northbound and southbound movements. Width requirements at level "D" showed the need for more than two lanes in each direction. Continuous acceleration/deceleration lanes will be added between Denney Road and Allen Boulevard in both directions.

Weave distance on the Allen Boulevard/Beaverton-Hillsdale section is 1600 feet. Weave volumes on this section are slightly higher than Denney-Allen and showed a "D" level for the southbound moves with a definite three

lanes required. Southbound movements currently have three-lane width on the railroad overcrossing structure, due to the Beaverton-Hillsdale southbound on-ramp acceleration lane. Northbound movements also were above two lanes required. Addition of auxiliary lanes on the northbound side would require widening of the structure over the railroad on the east side as a minimum. Auxiliary lanes are not planned for this section at this time.

Safety Impacts

The signalized at-grade intersection at Allen Boulevard poses a traffic hazard on what is otherwise a grade separated freeway. The accident rate for the period of January 1, 1970, through December 31, 1973, for this section of Highway 217 was 5.0 accidents per million vehicle miles. This compares with the statewide accident rate for similar types of highways of 1.5 accidents per million vehicle miles.

An accident listing and collision diagram for the Allen Boulevard intersection covering accidents for the last five years reveal that the major accident types are of the rear-end variety. Of the 122 accidents at this intersection, 85 were rear-end collisions, 15 were angle, 12 were involved in turning movements, and the remainder were in other categories. Turning and angle accidents, while usually more serious, are lower in number at a signalized intersection.

Construction of an interchange would substantially reduce rear-end collisions, as through traffic could proceed without any interference. Turning movements from Highway 217 would still be signalized at the ramp terminals, but would not be under the heavy volume, high-speed stopping condition that induces the rear-end accident.

Some increase in the sideswipe-type accident may occur between interchanges as weaving movements are introduced. In this regard, the proposed full diamond alternative may have a lower rate of sideswipe accidents than the loop alternative because of the additional 200 feet of weave distance between Denney Road and Allen Boulevard.

There may be a somewhat higher rate at the interchange on Allen Boulevard if it is widened to four lanes because of the anticipated higher traffic volumes. The advantage of the two-lane facility in this regard may be offset by a higher rate at Denney Road because of the higher volumes prevailing there with Allen Boulevard as a two-lane facility.

Population

It is forecast that the population of the Portland metropolitan area will increase by 25% to 30% in the 1970's. It is estimated that Washington County will capture 34% to 35% of the area growth in the 1970's, resulting in a Washington County population of 243,000 to 263,000 persons by 1980. This is a gain of 85,000 to 105,000 persons over 1970.

Figure 19 shows existing (1975) and projected (1980) population in the Beaverton area by planning area. The effect of this project on areawide population growth is probably negligible.

The projected increase in population will adversely affect the transportation system in the Beaverton area if existing travel patterns continue over the life of the project.

With the no-build alternative, congestion will worsen and peak hours will be extended both on Allen Boulevard and Highway 217 as a result of capacity restrictions.

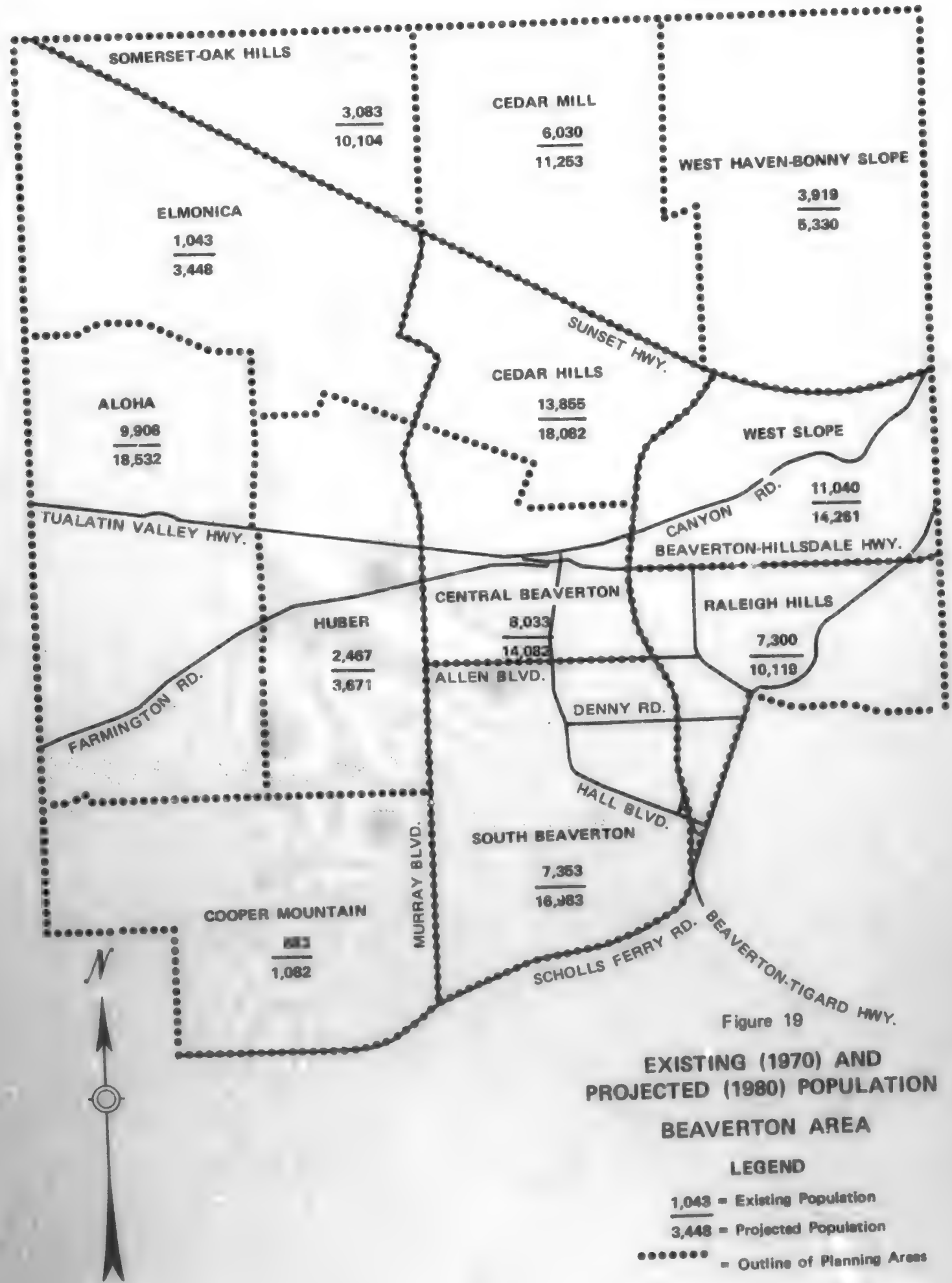


Figure 19

EXISTING (1970) AND PROJECTED (1980) POPULATION

BEAVERTON AREA

LEGEND

1,043 = Existing Population

3,448 = Projected Population

••••••• = Outline of Planning Areas

Land Use

Public policy decisions made now will influence the distribution of future population in the Beaverton area. Future land-use plans proposed the location and density of the various types of urban development. The location of public facilities such as water mains, roads, and sewers, and the enforcement of zoning regulations are the means by which governmental agencies implement the proposed land-use plans.

The Beaverton Area General Plan contains the land-use plan for the Beaverton area. The Tualatin Basin Water and Sewerage Master Plan shows the location of proposed sewer and water mains; and the CRAG Interim Transportation Plan shows the location of proposed highway and street improvement projects in Washington County.

Figure 20 shows proposed land use in the study area.

Denser urban residential uses, commercial, and industrial uses are located toward the central part of the city, and suburban residential uses are proposed for the periphery of the city. Within the study area, denser residential uses are proposed for Allen Boulevard. Currently, single-family residences prevail on Allen Boulevard. Full industrial and commercial development is proposed for Highway 217, where currently industrial areas have considerable open space (see Figure 8). Some dense urban residential development is proposed for lands east of Highway 217 between Denney Road and Allen Boulevard, and parklands and open space are proposed for lands adjacent to Highway 217.

Figure 21 shows proposed water and sewer lines in the Beaverton area. Proposed facilities are in areas at the periphery of the city, and none are in

the project vicinity. Traffic generated by this future development will affect both Allen Boulevard and Highway 217.

The CRAG Interim Transportation Plan (Appendix A and Figure 15) provides for the two interchanges at Allen Boulevard and Denney Road.

The primary land-use impacts of this project are minimal. The proposed full diamond interchange will require the acquisition of 1.68 acres of additional right-of-way, all of it along Allen Boulevard. Eight single-family residences will be acquired for highway right-of-way, and small amounts of land will be acquired from a number of commercial and industrial concerns abutting the project. The loop alternative would have had similar direct impacts, with the exception of the southeast quadrant, where an additional 2.5 acres of open space and commercial property would have been converted to highway right-of-way.

The potential secondary land-use impacts of this project are significant because the interchange virtually doubles the capacity of Highway 217 and provides more favorable access to Highway 217. Both are important considerations to industrial and commercial concerns.

The Beaverton Industrial District in the northeast quadrant contains a considerable amount of vacant land that is proposed for industrial uses in the Beaverton Area General Plan. The southeast and southwest quadrants of the project area also contain lands vacant and proposed for industrial uses, although there is less land than in the northeast quadrant. Building the interchange will tend to encourage such development. Not building the interchange will be one factor acting to retard such development.

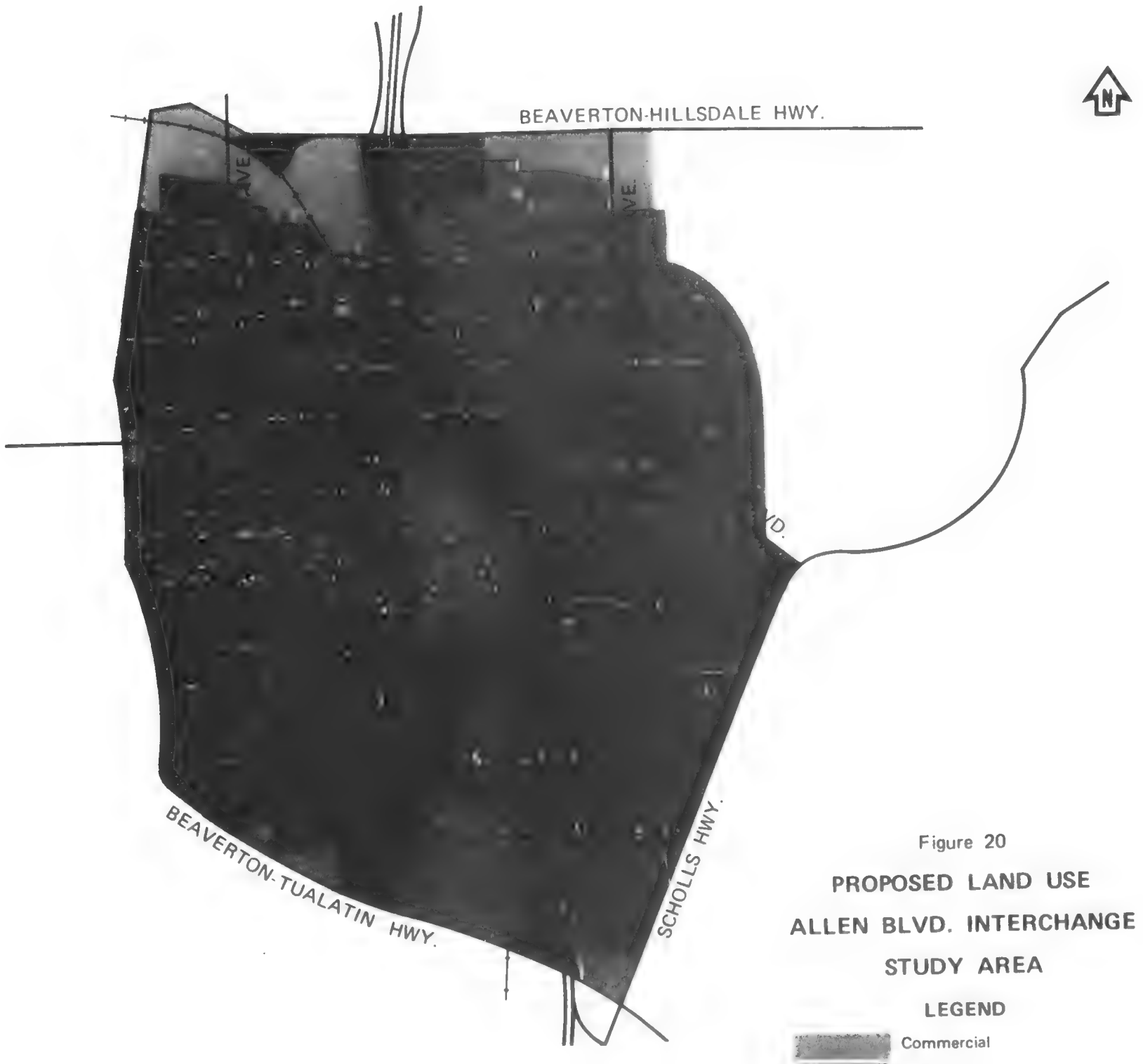


Figure 20

PROPOSED LAND USE

ALLEN BLVD. INTERCHANGE

STUDY AREA

LEGEND

- Commercial
- Industrial
- Residential with Small Acreage
- Single Family Residential
- Multi-family Residential
- Parks
- Open Space
- Institutions & Public Services

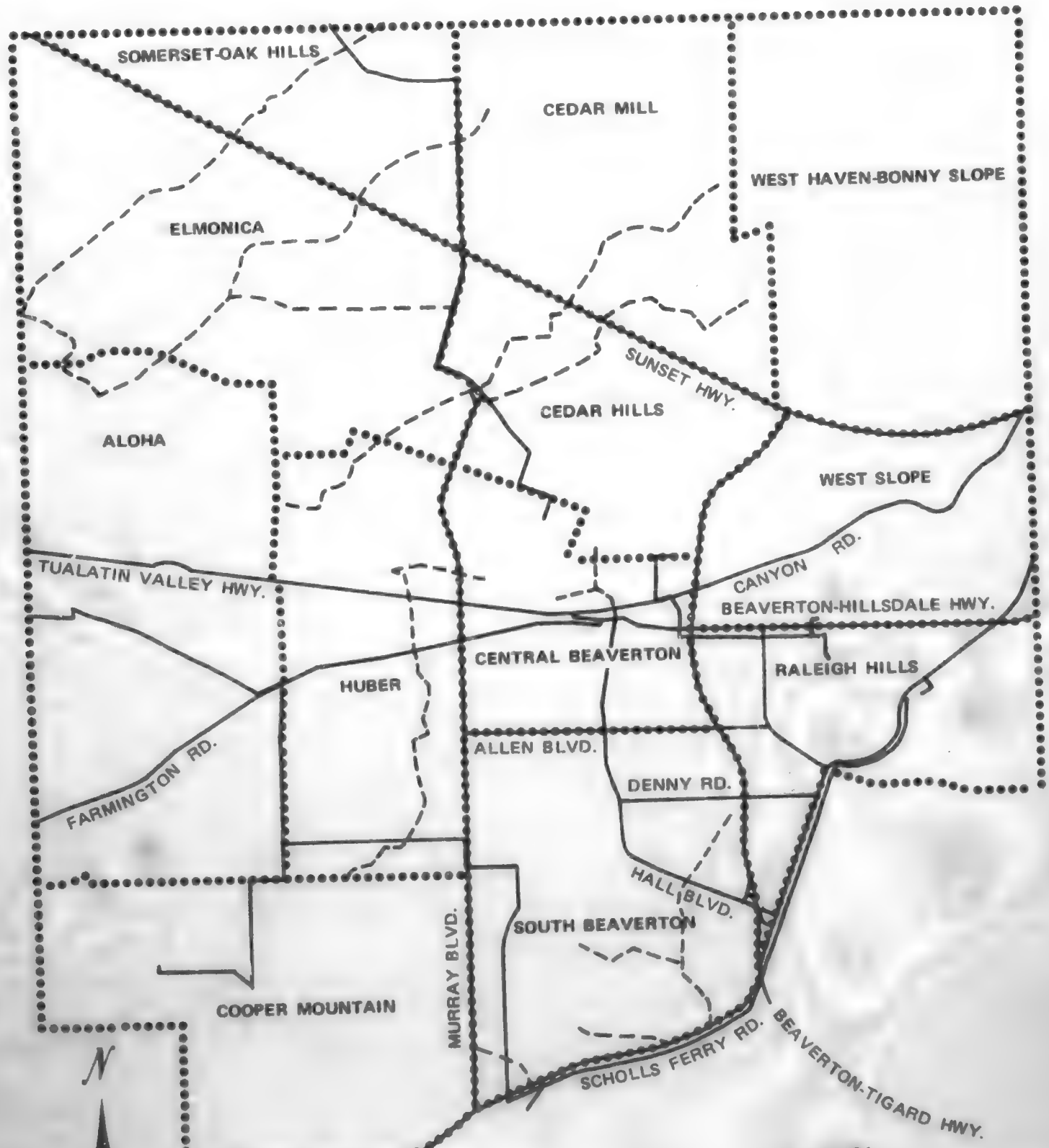


Figure 21

PROPOSED WATER AND SEWER LINES

BEAVERTON AREA

LEGEND

- - - - = Proposed Sewer Line

——— = Proposed Water Line

●●●●●●● = Outline of Planning Areas

With the exception of Reser's Foods, the northwest quadrant is fully developed in residential dwellings. Building the interchange will not have an immediate effect on land use in this area, but will facilitate conversion of this area to denser urban residential uses in the long term. Not building the interchange will tend to inhibit such development.

Discussion of project effects on areawide land use by study alternative follows.

Alternative 1 will tend to retard urbanization and industrialization because the existing facilities of Allen Boulevard and Highway 217 are already congested. The land-use plan requires higher capacities on these facilities.

The proposed interchange will facilitate industrialization along the Highway 217 corridor by improving the capacity and convenience of the highway facility to industrial concerns. The interchange itself will not support a trend to denser urban residential development along Allen Boulevard because the restricted ability of that street to handle traffic as a two-lane facility is the determining factor.

In conjunction with the widening of Allen Boulevard (Alternative 2A or 3A), the interchange will assist in the development of denser residential uses along Allen Boulevard because the capability of Allen Boulevard to handle greater traffic volumes will be increased.

Socioeconomics

The land-use impacts discussed in the preceding section are closely tied to the overall economic development of the study area. Development along Highway 217 and Allen Boulevard will result in increased economic growth and property values along these corridors, although residential property values

close to the project will not increase as rapidly because of adverse impacts, such as noise, close to the project.

Alternative 1 would cause some of the long-term socioeconomic growth expected for this area being diverted to other parts of the metropolitan region because of the heavier traffic congestion with this alternative. Because property would be less desirable with this alternative, values would not go up at rates equal to those of the build alternatives.

The proposed interchange would result in maximum long-term economic growth and increased property values because it would facilitate to the greatest extent the implementation of the proposed land-use plan, including industrialization along Highway 217 and development of denser residential uses along Allen Boulevard.

As a two-lane facility restricted capacity on Allen Boulevard would be one factor inhibiting the development of multiple-family dwellings.

It is not expected that the differences between the proposed full diamond and loop alternatives are sufficient to cause a change in areawide economic impacts.

Direct socioeconomic impacts of the interchange project are discussed below.

Right-of-Way and Relocation Impacts

The interchange as proposed with the modified Lee Street connection will require the relocation of eight homes. On April 6 and 7 of 1977, interviews were conducted by a Region 1 right-of-way agent with the residents of the homes. None had any objections to the plan or to being relocated by the project.

The Relocation Plan of August 9, 1977 states that there will be adequate replacement housing to meet the needs of the displacees on this project. Studies of recent multiple listing publications indicate that replacement housing will continue to be available into the foreseeable future. The study indicates that adequate replacement rental housing will be available during the 12 months lead time needed for the acquisition/relocation phase of the project. Housing additives, down payment benefits, and rent supplements will be required, based on individual studies conducted at the time of displacement.

There are no known Federal, State, or community projects planned for this area which would greatly affect the supply and demand for housing. There are no minority groups affected by relocation within the project area.

The total estimate of right-of-way and relocation costs for the proposed full diamond interchange is as follows:

Land	$312,000.00
Improvements	240,000.00
Damages	38,400.00
Relocation	84,000.00
Incidentals	16,800.00
Total	$691,200.00

The loop alternative would have resulted in an additional $362,000 in damages and right-of-way costs.

User Benefits and Costs of the Two Build Alternatives

The cost of the proposed full diamond alternative would be $5,000,000; the cost of the loop alternative would have been $5,407,000. The additional right-of-way and construction costs of the loop make it more expensive.

The Highway Division made a study of the difference in costs of operation to road users between the loop in the southeast quadrant of the interchange and the ramps in the full diamond which would be utilized in lieu of the loop.

The loop alternative would have reduced costs, including delay costs for users of the interchange, when compared with the full diamond alternate. With an expected life of the project of 30 years and a discount rate of six percent, the savings to road users with the loop alternative would have been $246,000.[23]

This figure can be compared with the additional costs of the loop. The construction costs of the loop would be $407,000 more than the construction costs of the full diamond alternative. This means that the additional costs of the loop alternative are greater than the expected reduction in road-user costs.

Access Changes

With the proposed full diamond interchange, four businesses would have access changes. Two will no longer have direct access to Allen Boulevard. With the loop alternative, one additional business would have had access restriction on Allen Boulevard. This firm (Greenwood Inn) would still have had one access point onto Allen Boulevard, which could have been widened to compensate for the loss of one access.

[23]Other assumptions and the methodology used for this result are given in Appendix G.

Tax Losses

Reduction in tax base would have been greater for the loop alternative than for the full diamond alternative because the property required for this alternative is more valuable. Reductions in tax base as a total of revenue received (in 1973-74) are less than one-twentieth of one percent for all taxing districts affected. Clearly, tax loss is a negligible impact.

Mitigation of Adverse Impacts

Several meetings were held in mid-1975 between members of the Beaverton Industrial Park Association and representatives of the Oregon State Highway Division. As a result of these meetings, several design changes have been developed, including the handling of traffic during construction and accessibility changes.

Each of the owners of the properties required by the full diamond interchange will be assisted according to State and Federal laws. The assistance given is outlined in Appendix F.

Each resident (or his representative) has been contacted by representatives of the Oregon State Highway Division regarding right-of-way acquisition. The available assistance described in Appendix F has been described to them, and a source of contact for future negotiations has been made.

Air Quality

Predictions of total vehicular emissions were made for all alternatives using traffic data compiled for all adjacent facilities within the study area which would be subject to traffic volume changes due to the proposed

project. Table 10 shows the results of this analysis. Despite an increase in total vehicle miles of travel for all alternatives in each year after 1975, the total emissions of both carbon monoxide and hydrocarbons decrease significantly. This reduction is due mainly to the continuing effectiveness of vehicle pollutant emission controls, which offset the increase in vehicle travel. A slightly better reduction can be noted for all build alternatives. The primary factor in this additional reduction is an increase in overall travel speeds.

The effect of vehicle emission controls on nitrogen oxides emissions does not offset the increase in vehicle travel between 1975 and 1977. The speed-pollutant emission relationship can be seen in comparing the no-build and any build alternative. Increased vehicle speed is accompanied by an increase in the emission rate of nitrogen oxides. After 1977, the effectiveness of emission controls can once again be attributed to reductions in total nitrogen oxides emissions; however, slightly higher totals result from the build alternatives.

Differences among the build alternatives are not significant.

Photochemical Oxidant

Photochemical oxidant is the name generally applied to any of a considerable number of secondary pollutants, the most abundant of which is ozone. This pollutant, as well as the primary pollutants, nitrogen dioxide and certain hydrocarbons are extremely reactive and their respective concentrations are thus a function of residence time in the atmosphere, available ultra violet energy from the sun and the presence of other air contaminants.

Table 10

Allen Boulevard Interchange
TOTAL EMISSIONS SUMMARY

Alternate	Year	Total Vehicle Miles of Travel	Carbon monoxide Tons/Year	Carbon monoxide Percent[1]	Hydrocarbons Tons/Year	Hydrocarbons Percent[1]	Nitrogen oxides Tons/Year	Nitrogen oxides Percent[1]
No Build	1975	208,359	4809	100.0	741	100.0	502	100.0
	1977	221,920	4640	96.5	727	98.1	518	103.2
	1986	269,858	2350	48.9	296	39.9	320	63.7
	1986[2]	269,858	2484	51.7	321	43.3	340	67.7
	1996	323,563	1532	31.9	249	33.6	305	60.8
2A and 3A	1977	222,909	4264	88.7	712	96.1	529	105.4
	1986	269,184	1856	38.6	268	36.2	346	68.9
	1986[2]	269,184	1961	40.8	289	39.0	367	73.1
	1996	320,808	1161	24.1	221	29.8	326	64.9
2B and 3B	1977	221,920	4264	88.7	709	95.7	526	104.8
	1986	269,840	1870	38.9	269	36.3	346	68.9
	1986[2]	269.840	1975	41.1	291	39.3	368	73.3
	1996	323,563	1181	24.6	223	30.1	327	65.1

1 Percent relative to No Build Alternate in 1975

2 Assumes a five year delay in vehicle emission controls

These dependencies are in addition to source strength and meteorological conditions which affect the dispersion characteristics of all pollutants, independent of their reactivity. Although technology is improving to the point where accurate computer modeling of the photochemical oxidant process may soon be possible, the most reliable method to date is the comparative evaluation of photochemical oxidant formation potential based on an assessment of total emissions.

Table 11 indicates what reduction may occur in oxidant formation potential based on reductions of the primary pollutants. Application of the results of the total emissions analysis would indicate that any project alternative may result in an approximate 70 percent decrease in the oxidant potential by 1996. A slight reversal in this trend would be expected in later years assuming no additional Federal or State control measures.

In that photochemical oxidant is a regional phenomena it is difficult, if at all possible, to isolate the proposed project in the assessment of oxidant. If the control strategy for the entire Portland metropolitan area results in an equal or greater reduction in the formation potential of secondary pollutants, violations of the ambient air quality standard for oxidant will be eliminated.

Local Air Quality Impacts

Carbon Monoxide

In response to a need to clarify carbon monoxide predictions presented in the DEIS and in answer to comments from reviewers of that document, the Oregon State Highway Division has performed a reanalysis of adverse

Table 11

DECREASE IN HYDROCARBON
OXIDATION RATE

Percent Decrease in Atmospheric Hydrocarbon Concentration	Percent Decrease in Atmospheric Nitric Oxide Concentration			
	0	25	50	75
0	--	--	--	18
50	64	58	52	56
75	82	80	78	70

SOURCE: Caplan, J.D., "Smog Chemistry Points Way to Rational Vehicle Emission Control", SAE Transactions; Vol. 74; 1966.

Results shown are based on an experimental propylene system using hydrocarbon oxidation rate as an index of smog formation, however similar trends have been noted when the ozone formation rate was used as an index.

or beneficial impacts associated with this pollutant. This reanalysis was accomplished through the use of the modified-Gaussian prediction model, AIRPOL4A,[24] furnished by the Virginia Highway and Transportation Research Council. Predictions were made for each of the five sites shown in Figure 22 and cover a wide range of variables including two sampling heights (5 and 10 feet), three cold start vehicle operation[25] percentages (25, 30 and 35), two Pasquill atmospheric stability classes[26] (D and E), six wind speeds (from 0 to 3.8 mph) and six wind directions. The range of resulting concentration predictions are shown in Table 12 by site and wind direction.

There is neither sufficient meteorological nor pollutant data in the project vicinity on which to base an hour-by-hour analysis of air quality over the peak eight-hour traffic period. Such an analysis, even with the necessary ambient air quality data, would be at best misleading and at worst entirely meaningless. Knowledge concerning wind speed and direction at some point in the project vicinity, which in the past may have been associated with a high carbon monoxide concentration, barely begins to cover all the other variables which may have also contributed to the

[24] Wm. A. Carpenter, op.cit.

[25] As defined by EPA in their publication AP-42 (op.cit.)--Approximately equal to the first 8 to 9 minutes of vehicle operation following an engine off period of 4 hours for non-catalyst equipped vehicles or 1 hour for catalyst equipped vehicles.

[26] Stability is the property of the atmosphere which determines the amount of vertical mixing. Pasquill classifications relate surface stability to the amount of solar radiation and wind speed.

Table 12

Carbon monoxide Predictions
1977 Build Alternatives

Emission Factors: EPA AP-42 Supplement 5
Catalyst Equipped Vehicles: All post-1974 models
Cold Vehicle Operation: 25, 30, and 35%
Hot Transient Operation: 27%
Ambient Air Temperature: 40°F
Stability Class: Pasquill D and E
Wind Speed: 0.0, 0.2, 0.7, 1.2, 2.3 and 3.8 mph
Background Concentration: 3 mg/m^3
Sampling Height: 5 feet
Averaging Interval: 8 hours

	Wind Direction (Degrees from North)					
Site	0	67	135	179	225	270
BT1	3.0-3.1	3.0	3.3-4.0	5.4-9.1	4.8-7.2	4.7-6.7
BT2	3.0-3.5	3.9-5.2	3.8-5.2	3.8-4.8	3.6-4.3	3.5-4.0
BT3	3.6-4.5	4.3-5.9	4.2-5.4	4.2-6.5	3.0-3.2	3.8-4.8
WAB	4.1-5.4	4.4-6.9	3.1-3.4	3.0-3.2	3.4-3.8	3.5-4.2
EAB	3.6-4.2	3.5-4.5	3.0	3.4-3.8	3.7-4.8	4.2-5.8

NOTE: The loop interchange alternative resulted in maximum concentrations at site EAB of 6.2 and 6.5 mg/m^3 for wind directions of 0° and 270° respectively. All concentrations are in mg/m^3.

particular pollutant level. Knowledge on variables such as traffic volumes, vehicle speeds, atmospheric stability and air temperature, to name a few, which occurred simultaneously with the observed pollutant concentration is also required. There exists the possibility that the truly worst meteorological conditions did not result in the highest carbon monoxide concentrations due to favorable traffic conditions (i.e., a lack of, or abnormally low pollutant source strength). To compound the obvious problems with an hour-by-hour analysis, one must question how accurately the required traffic parameters can be predicted to occur simultaneously with the "worst case meteorological conditions" derived from existing data. In working with averages as opposed to hour-by-hour guesses the tendency would be to balance out the abnormalities which occur on a smaller time scale.

It must be conceded here that the use of a persisent wind direction, wind speed, air temperature, atmospheric stability, traffic volume, vehicle speed, etc., will undoubtedly not be matched by the random occurrence of these events in the real world. For this reason the results of the computer modeling are presented as a range of "worst case" possibilities in Table 12. The data in Table 13 represents what is felt to be the most probable worst case concentrations for the 1977 study year (the year of maximum potential impact) and the build alternatives. As stated in the DEIS, concentrations resulting from the No-Build alternative will be higher, resulting from delays at the existing traffic signal and lower travel speeds.

Airborne Lead Particulate

Lead predictions in the DEIS were extremely high due to some very conservative assumptions which have since been proven incorrect. The EPA lead

S.W. 107TH AVE.
SOUTHERN PACIFIC R R.
Parking Lot
(165 ± Stalls)
Peripheral Parking
(145 ± Stalls)
BT1
EAB
BEAVERTON-TIGARD HWY.
SOUTHERN PACIFIC R.R.
BT2
Parking Lot
BT3
S.W. 12TH ST.
S.W. 13TH ST.
S.W. LEE AVE.
S.W. 14TH ST.
S.W. ALLEN BLVD.
WAB
S.W. 112TH AVE.
Parking
(86 ± Stalls)

Figure 22

RECEPTOR SITES FOR CO COMPUTER MODELING

"NO BUILD" ALTERNATIVE

N

0 50 100 150 200 250

SCALE IN FEET

Table 13

Carbon monoxide concentrations
for the most probable worst case
1977 Build Alternatives

Emission Factors: EPA AP-42 Supplement 5
Catalyst Equipped Vehicles: All post-1974 models
Cold Vehicle Operation: 35%
Hot Transitent Operation: 27%
Ambient Air Temperature: 40°F
Stability Class: Pasquill D
Wind Speed: 1.2 mph
Background Concentration: 3 mg/m^3
Sampling Height: 5 feet
Averaging Interval: 8 hours

	Wind Direction (Degrees from North)						
Site	0	67	135	179	225	270	Site Maximum
BT1	3.1	3.0	3.8	6.9	6.1	5.2	6.9
BT2	3.4	4.5	4.4	4.3	4.1	3.8	4.5
BT3	4.1	5.1	5.0	5.0	3.2	4.6	5.1
WAB	4.8	5.4	3.4	3.2	3.6	4.0	5.4
EAB	3.9	3.8	3.0	3.6	4.2	5.0*	5.0*
Maximum for indicated wind direction	4.8	5.4	5.0	6.9	6.1	5.2	

*5.6 mg/m^3 with the Loop Interchange Alternative

Note: All concentrations are in mg/m^3.

phasedown timetable is again in effect. Compliance with the standard of 0.5 grams of lead per gallon of gasoline is required on or before October 1, 1979.[27] The phasedown in gasoline lead content will have a dramatic effect in reducing lead emissions from motor vehicles. In addition to this, unleaded gasoline (0.05 grams per gallon maximum) is now widely available and gasoline consumption per vehicle is being reduced as required by law. The result of these factors is a 1977 lead emission rate of approximately 40 percent of that assumed in the DEIS. Further reductions can be expected at least up through the early 1990's. Lead concentrations averaged over a thirty-day period are predicted to be slightly more than 1 ug/m^3 over background within 50 feet of the Beaverton-Tigard Highway for any alternative in 1977. Although no data is available on existing lead concentrations in the study area, a background concentration less than 1 ug/m^3 could be assumed.[28]

Air Quality Impacts During Construction

The staging of construction activities should be sufficient to maintain traffic flow at or near present levels during peak traffic periods. Undoubtedly there will be occasions when traffic flow will be interrupted or highway capacity reduced due to the necessities of construction. Adherence to the standard procedures for such activities will minimize the potential for short-term air quality impacts.

[27] Federal Register, Vol. 41, No. 246; Tuesday, December 21, 1976.

[28] Oregon Department of Transportation; "North Tigard-South Tigard (I-5) Air Quality Supportive Data Report"; Chapter 9; February, 1977.

Grading operations and particulate emissions from construction equipment in addition to the existing particulate concentrations will create a high potential for short-term air quality impacts. Dust from grading operations can be reduced 50 percent by an effective watering program, a standard procedure for all highway construction projects. It is doubtful that the annual average standard of 60 ug/m^3 for total suspended particulate matter will be violated. There remains the possibility that the 24-hour standard of 260 ug/m^3 could be exceeded in the immediate vicinity of heavy construction operations. It is impossible to quantify the exact magnitude of particulate concentrations at this time.

Odors due to evaporative hydrocarbon losses from paving materials will be detectable in the immediate work area, but will be extremely short-term with no associated health hazards.

Determination of Consistency

In a document released by the Columbia Region Association of Governments (CRAG) in June of 1975,[29] the following five criteria were suggested for use in assessing the impacts of individual projects in the Transportation Improvement Program:

(a) "Projects must not exacerbate any existing violations of air quality standards. This does not mean that new highways or highway modifications cannot be completed until air quality standards are attained, only that proposed facilities should not increase pollutant concentrations beyond the levels that already exist.

[29] "First Annual Determination of Consistency...", Columbia Region Association of Governments; Portland, Oregon; June, 1975.

(b) "Projects must not contribute to a violation of air quality standards for a pollutant for which no concentrations in violation of standards have been measured.

(c) "Projects must not delay the attainment of air quality standards.

(d) "Projects must not interfere with maintenance of air quality standards, once the standards are attained.

(e) "Projects must include all appropriate portions of State plans to implement air quality standards, including transportation control measures to reduce vehicle miles travelled. Other transportation control measures (such as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions should be reflected in the estimation of emissions as part of the air quality analysis."

In that total pollutant emissions will be greatly reduced by the selection of any alternative, pollutant concentrations will not be increased beyond the levels that presently exist. Concentrations of pollutants at any particular receptor site may vary as a function of altered source-receptor geometry[30] resulting from implementation of any "build" alternative.

None of the alternatives considered in the air quality analysis are expected to contribute to a violation of an air quality standard for which no current violations have been measured.

As discussed in Chapter 1 of this Environmental Impact Statement, Highway 217 was designed as a traffic street, or a facility intended to carry large automobile volumes and provide complete access control at all intersections. The construction of grade separated interchanges at Denney Road and

[30]The relative location of a receptor site with respect to the highway pollutant source, considering height, distance, etc.

Allen Boulevard are consistent with the transportation improvements advanced in the CRAG Interim Transportation Plan. No air quality impacts are attributable to the completion of either of these interchange projects. It is therefore the determination of the Oregon State Highway Division that the project discussed in this analysis is consistent with the State of Oregon Clean Air Act Implementation Plan.

Noise

The computer program cited in the discussion of the existing noise environment was used to predict future noise impacts for each of the alternatives. Table 14 summarizes the findings for all study alternatives and applies to the discussion of impacts. The L_{10} 70 dBA contour criteria are discussed in the existing setting. FHWA guidelines for maximum L_{10} levels for various types of land use are shown in Appendix C. Figures 28 through 30 illustrate distances of the L_{10} 70 dBA noise contours from the highway for selected alternatives.

Table 14

L_{10} 70 dBA CONTOUR DISTANCES

Roadway	Alt. 1		Alt. 2A		Alt. 2B		Alt. 3A		Alt. 3B	
	1977	1996	1977	1996	1977	1996	1977	1996	1977	1996
Allen Blvd.*	110	130	120	140	130	130	120	140	130	130
Highway 217	150	300	150	175	150	175	150	175	150	175
Frontage Rd.			60	80	60	80	60	80	60	80
Loop							40	80	40	80

*Measured from the centerline of the roadway. All others are measured from the edge of the nearest lane.

Table 14 shows L_{10} 70 dBA contours for each alternative for 1977 and 1996.

Alternative 1 is expected in 1977 to generate L_{10} 70 dBA noise levels 110 feet from the centerline of Allen Boulevard, and 150 feet from Highway 217. Calculated values for 1996 indicate that the L_{10} 70 dBA noise contour along Allen Boulevard would be extended by 20 feet. This is due to increased noise caused by increased congestion.

Noise levels along the Beaverton-Tigard Highway will increase greatly with Alternative 1. The L_{10} 70 dBA level near the intersection is expected to extend 300 feet from the highway, an increase of approximately 150 feet.

At traffic volumes predicted for 1996, construction of the interchange would result in an L_{10} 70 dBA noise contour 175 feet from Highway 217 versus 300 feet for the no-build. However, the required frontage roads would impose additional noise impacts adjacent to Allen Boulevard; the L_{10} 70 dBA noise contour would extend 80 feet from the frontage roads with predicted 1996 traffic.

The loop alternative differs from the proposed full diamond interchange with respect to noise impacts in the southeast quadrant. With the loop option, it is predicted that the 1996 L_{10} 70 dBA noise contour in the southeast quadrant would have extended 80' beyond the edge of the paved surface of the loop. This contour would be approximately 300' east of the contour in the same quadrant of the full diamond interchange.

Widening Allen Boulevard to four lanes would extend penetration of the 1996 L_{10} 70 dBA noise contour an additional 10 feet beyond that of the two-lane alternative.

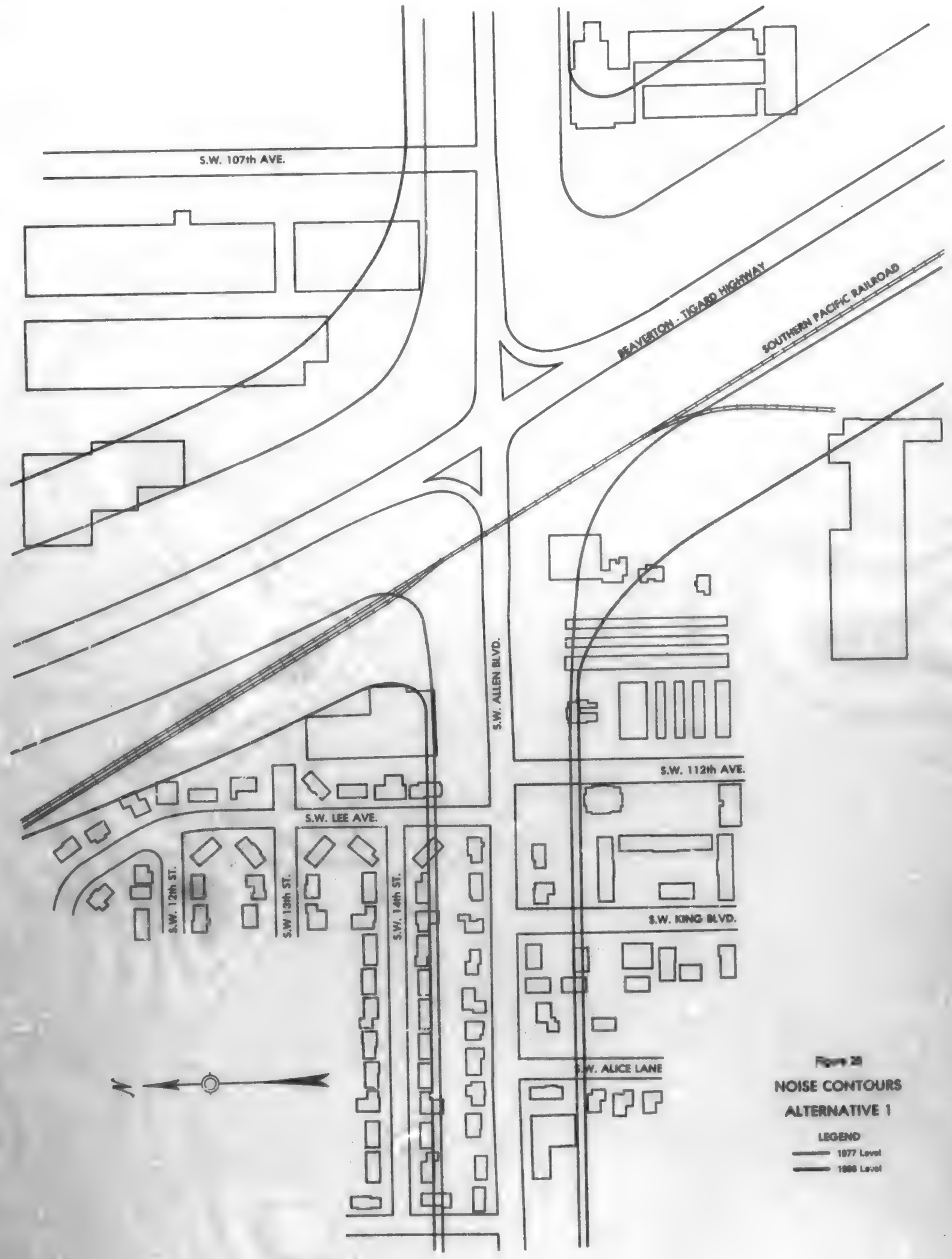


Figure 28

NOISE CONTOURS

ALTERNATIVE 1

LEGEND

1977 Level

1988 Level

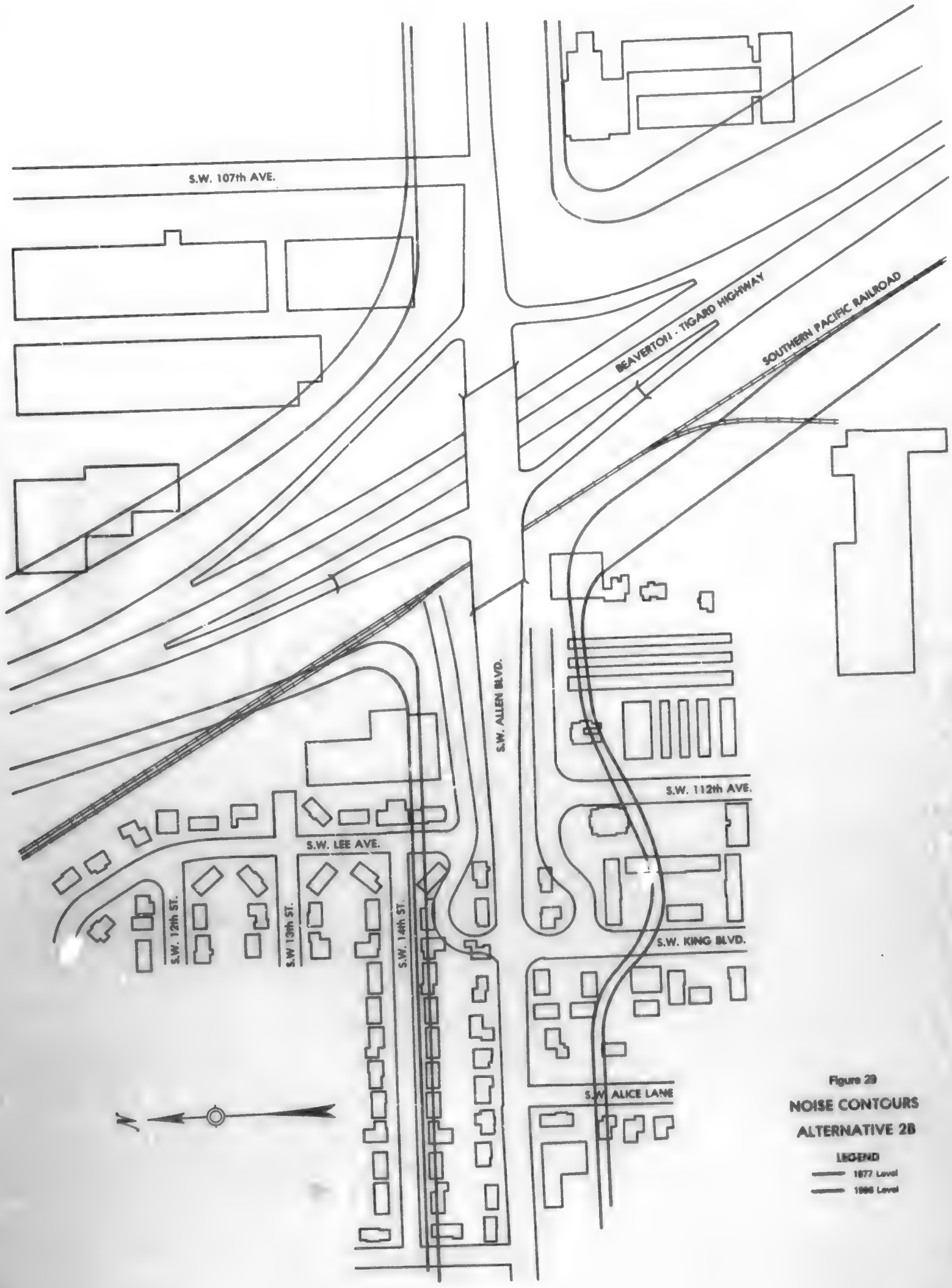


Figure 29

NOISE CONTOURS

ALTERNATIVE 2B

LEGEND

1977 Level

1986 Level

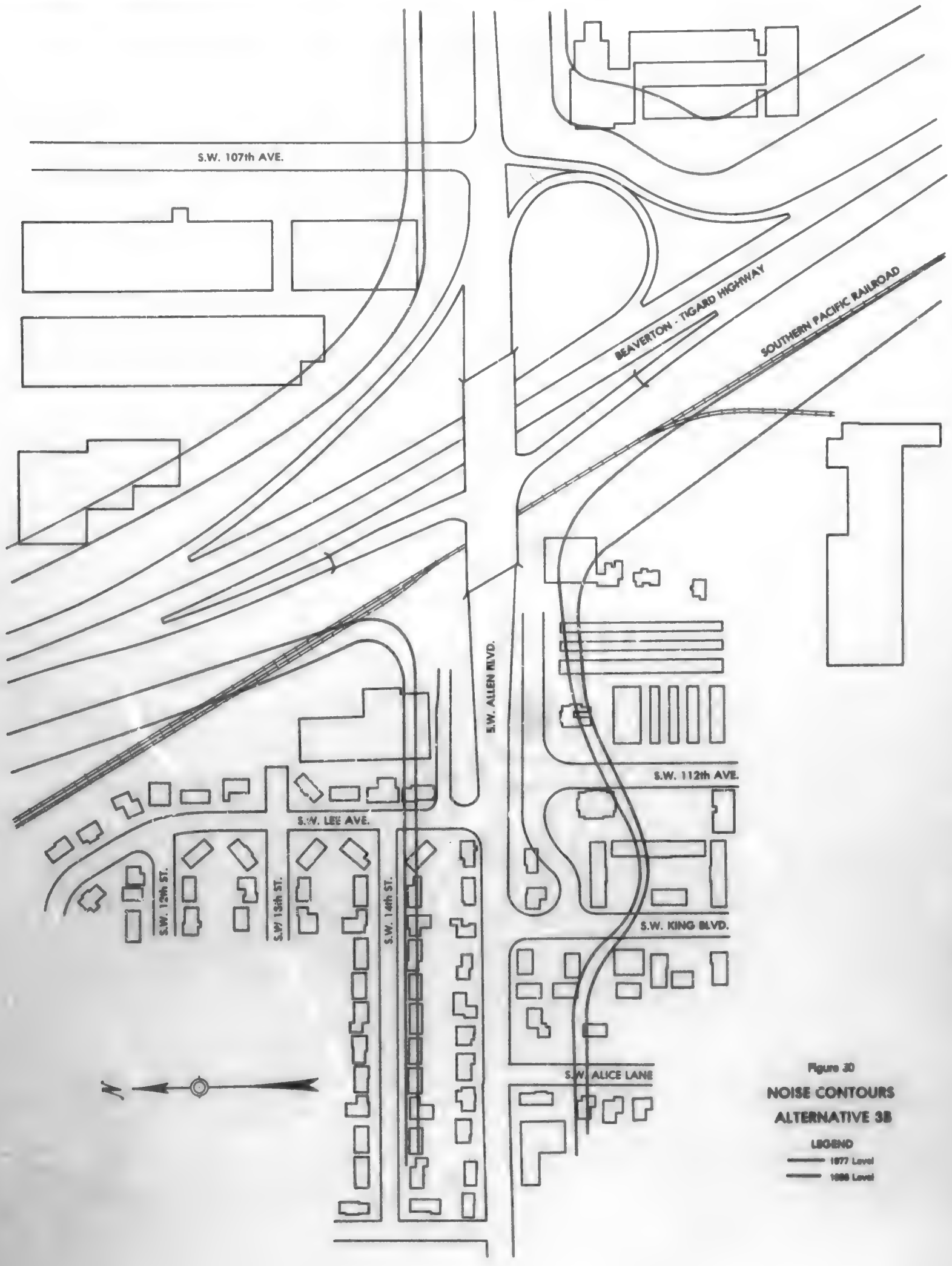


Figure 30

NOISE CONTOURS

ALTERNATIVE 3B

LEGEND

1977 Level

1986 Level

In sum, Alternative 1 generates the highest noise levels along Highway 217. The loop alternative would have extended noise impacts 300 feet farther than the proposed full diamond alternative. Noise levels along Allen Boulevard will be somewhat lower with a two-lane facility than with a four-lane facility.

The revised Lee Street connection will result in a difference in noise impacts to those residences located in the vicinity of the Lee Street connection.

The new design will remove three additional residences located on the south side of S.W. 14th Street and a residence on Allen Boulevard. The house on the east side of S.W. Lee Avenue will not have to be displaced as per the original proposal.

The removal of houses along S.W. 14th Avenue will create noise impacts for the residences across the street. Existing noise in this area is currently made-up from many different sources. The primary noise sources are Allen Boulevard, Highway 217, and Reser's Fine Foods. A noise measurement was taken on June 9, 1977. The measured L_{10} level was 53 dBA. Construction of this project will have two major effects on the existing noise levels for this area. First, the removal of houses will result in a loss of acoustic shielding for noise emitting from Allen Boulevard. Secondly, the new location of S.W. Lee Street and the access to Reser's Fine Foods will establish a new noise source. These changes will make Allen Boulevard and S.W. Lee Street the primary noise sources for the area. Existing noise levels are anticipated to increase by 11 dBA upon completion of the project.

The residence along S.W. Lee Avenue will have traffic noise levels increased by about 2 dBA. This increase is due to the new access to Reser's

Fine Foods Building. The residence will also be exposed to noise levels over the design noise level of L_{10} 70 dBA.

Table 15

Peak Truck Hour Traffic Noise Levels
(L_{10} in dBA)
Redesigned Lee Street Connection

Location	No-Build 1977	Build w/o Barrier 1977	Build w/o Barrier 1996	Barrier Height	Barrier Atten.	Build w/Barrier 1977	Build w/Barrier 1996
Residence on north side SW 14th Avenue	53	64	69	10 ft.	6	58	63
Residence on east side SW Lee Street	69	71	74	6 ft.	5	66	69

Mitigation of Adverse Impacts

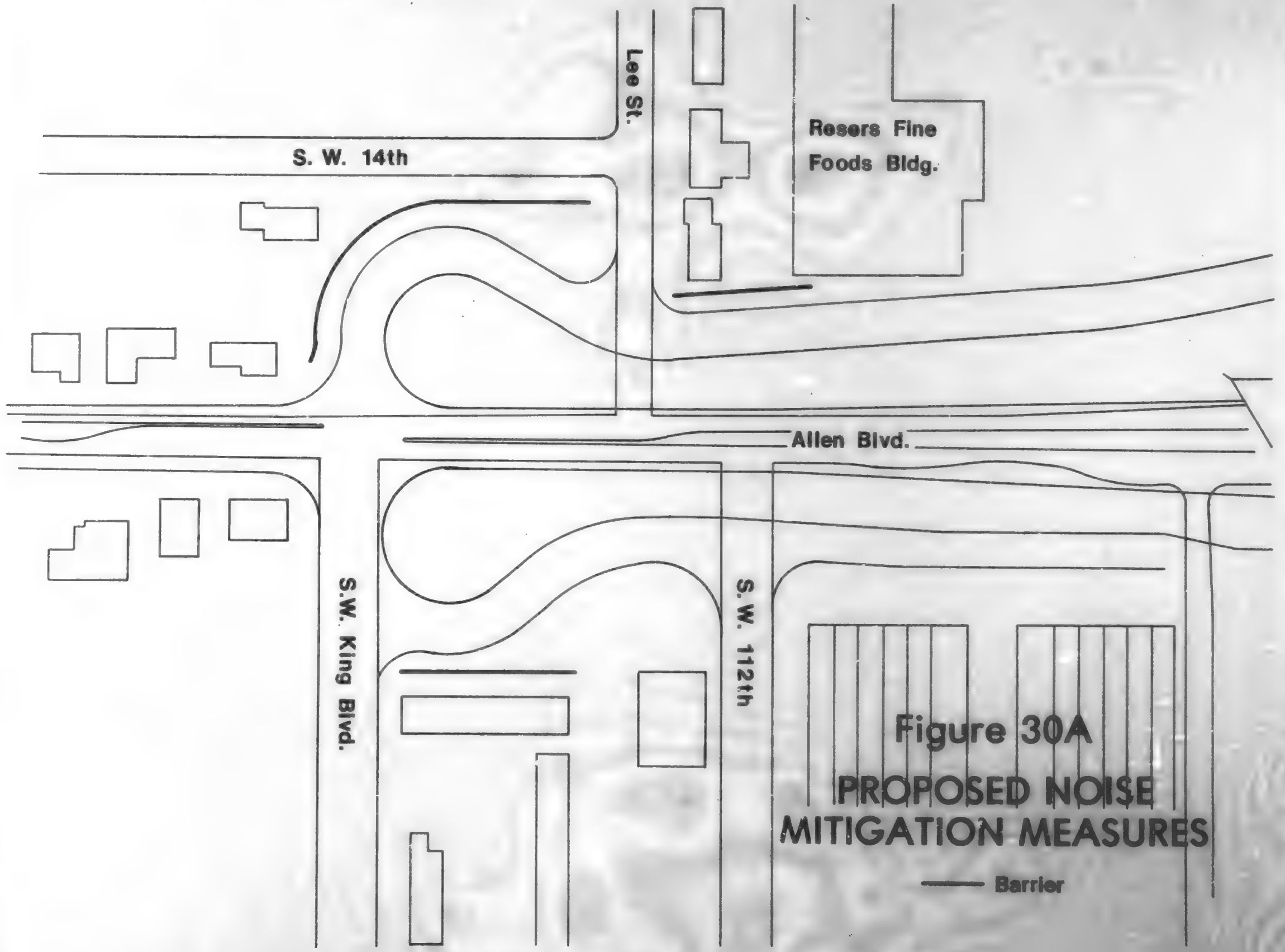
Most critical receptors[31] adjacent to Allen Boulevard (Figures 28, 29, and 30) are presently exposed to sound levels in excess of the FHWA guidelines.[32]

Figure 30A shows proposed noise mitigation measures.

Two homes would be removed on the south side of Allen Boulevard for the frontage road providing access to S.W. 112th Avenue. The frontage road will increase noise impacts on the Sandwood Townhouse Apartments at the rear units (39 through 46) and units 15 and 16 on King Boulevard. An

[31] Critical receptors include such property as homes, schools, churches and public libraries. See Appendix C.

[32] See Appendix C.


Lee St.
S. W. 14th
Resers Fine
Foods Bldg.
Allen Blvd.
S.W. King Blvd.
S. W. 112th
Figure 30A
PROPOSED NOISE
MITIGATION MEASURES
Barrier

8' fence adjacent and parallel to the property line will afford a 5 dBA attenuation to units 39 through 46 and will be constructed. This will not attenuate noise for units 15 and 16 fronting King Boulevard. This wall will cost between $7,000 and $10,000.

The 10-foot barrier located adjacent to the Lee Street Connection as shown in Figure 33 will reduce noise levels for homes exposed on S.W. Lee Street by 6 dBA. This barrier will cost $25,000 to $30,000 and will be constructed.

A 6-foot barrier adjacent to the residence behind Reser's Fine Foods (Figure 33) will provide 5 dBA of attenuation and will lower noise levels to within guidelines. The barrier will cost $8,000 to $10,000 and will be constructed.

For all alternatives, the L_{10} 70 dBA noise level extends into the Greenwood Inn Motel complex, exceeding FHWA guidelines. Penetration is least with the full diamond interchange, the construction alternative. This will result in a lesser noise impact to the motel complex than would the no-build alternative, as indicated by Figures 28 and 29. A portion of the property will experience noise in excess of L_{10} 70 dBA in 1996 with the full diamond interchange. The area affected is a paved parking area and a corner of the motel. The parking lot would not normally be used for conversations and the motel is air conditioned, so internal noise levels should be acceptable. No mitigation is proposed.

West of Alice Lane, those residences fronting Allen Boulevard currently experience noise levels in excess of suggested FHWA guidelines.

The interchange project will have little or no additional direct impacts on these residences. The widening project will extend the L_{10} 70 dBA noise level an additional 10 feet outward from Allen Boulevard (Table 14). These residences have a minimal setback distance from the street right-of-way and require direct access from their driveways to Allen Boulevard. Both of these factors discourage practical means to mitigate noise levels.

Natural Impacts

Geology

Table 16 summarizes the geological impacts of this project. Geological impacts are restricted to the area of interchange development and affect a maximum area of 11.7 acres.

The geological impacts of potential significance are changes in drainage, which will be covered in a subsequent section of this report, and the removal of fill material from another area for the structure.

No State-owned material source exists in the area, and the selection of a suitable source will be the responsibility of the contractor. Approximately 173,000 cubic yards of borrow will be required for the full diamond interchange, or 193,000 cubic yards for the loop option.

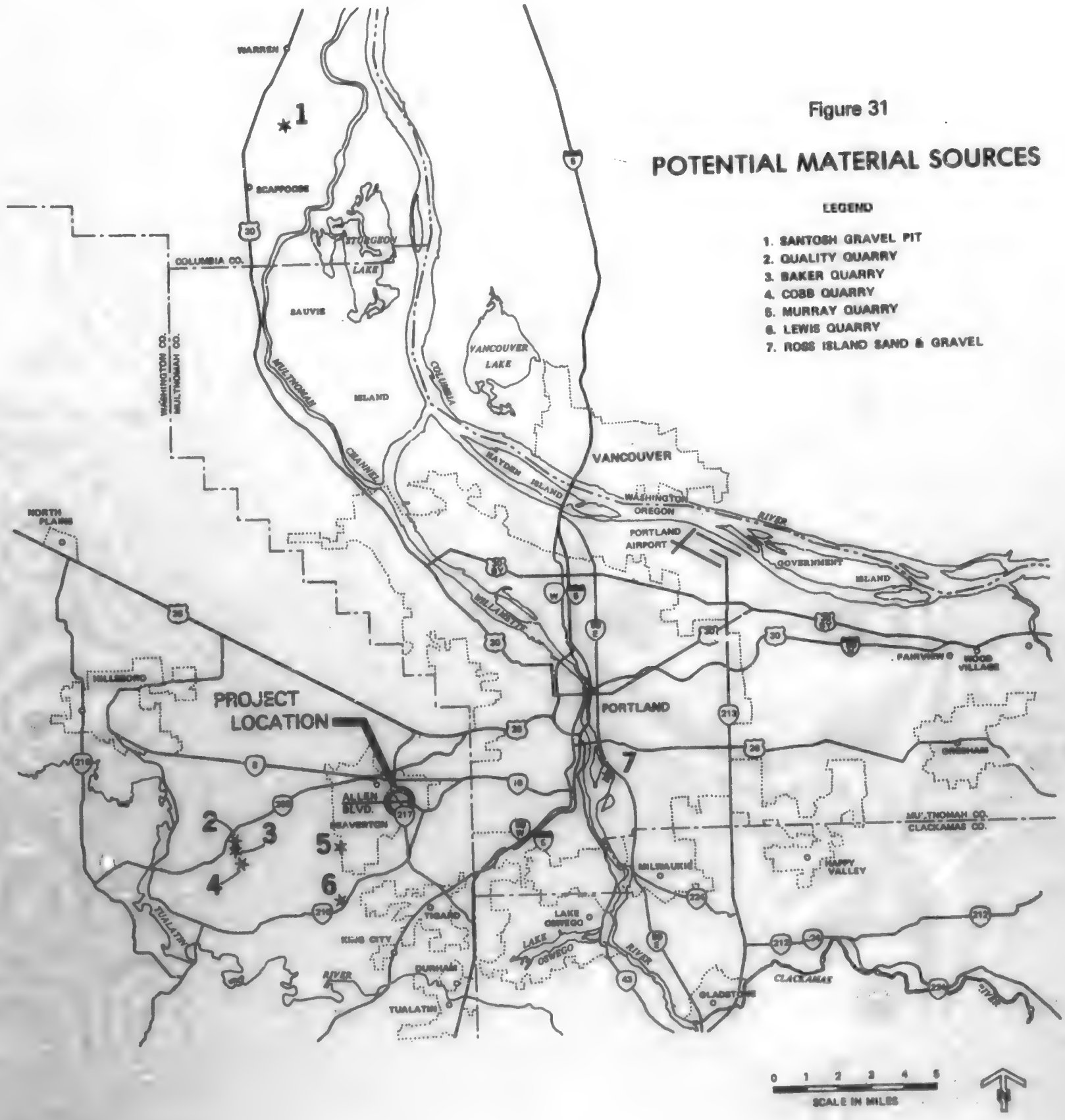
Table 17 summarizes the physical aspects of the material sources, including possible haul routes and impacts. Figure 31 shows the locations of these sources.

Mitigation of Adverse Impacts

During project construction, fill slopes and other areas will be exposed and subject to erosion. It is the policy of the Oregon State

Figure 31

POTENTIAL MATERIAL SOURCES



LEGEND

1. SANTOSH GRAVEL PIT
2. QUALITY QUARRY
3. BAKER QUARRY
4. COBB QUARRY
5. MURRAY QUARRY
6. LEWIS QUARRY
7. ROSS ISLAND SAND & GRAVEL

TABLE 16

GEOLOGIC ENVIRONMENTAL IMPACTS

ENVIRONMENTAL COMPONENTS	ALTERNATE 1 No-Build	ALTERNATES 2A & 3A Build Diamond 4-Lane or 2-Lane Allen Avenue	ALTERNATES 3A & 3B Build Diamond and Loop 4-Lane or 2-Lane Allen Avenue
POSITIVE IMPACTS:			
Topography	No landscape degradation	Low areas will be filled	Low area will be filled, plus that of loop
Soils	No soils disturbance	None	None
Groundwater	None	Drainage will be improved, preventing ponding	Drainage will be improved, preventing ponding
Erosion	No erosion increase	None	None
Materials	No materials committed	None	None
TEMPORARY ADVERSE IMPACTS:			
Topography	None	Landscape degradation	Landscape degradation, plus that of loop
Soils	None	Disturbance of vegetative soil zone	Disturbance of vegetative soil zone, plus that of loop
Groundwater	Seasonal ponding in low areas	None	None
Erosion	None	Erosion potential of fill slopes	Erosion potential of fill slopes, plus those of loop
Materials	None	None	None
PERMANENT ADVERSE IMPACTS:			
Topography	None	Visible aspect of landscape will be permanently changed	Visible aspect of landscape, plus that of loop, will be permanently changed
Soils	None	Loss of vegetative area (10.7 ac.)	Loss of vegetative area (11.7 ac.)
Groundwater	Continued seasonal ponding in low areas	None	None
Erosion	None	Potential surface erosion of about 10.7 acres of fill	Potential surface erosion of about 11.7 acres of fill
Materials	None	173,000 cubic yards of rock material will be irretrievably committed	193,000 cubic yards of rock material will be irretrievably committed
RELATIONSHIP BETWEEN SHORT-TERM AND LONG-TERM PRODUCTIVITY:			
Topography	No landscape change	Visible aspect of landscape will be permanently changed	Visible aspect of landscape, plus that of loop, will be permanently changed
Soils	No soils change	About 10.7 acres will be permanently committed to roadway	About 11.7 acres will be permanently committed to roadway
Groundwater	No water-level change	Drainage will be improved on a long-term basis	Drainage will be improved on a long-term basis
Erosion	No erosion change	Short-term exposure will be succeeded by long-term cover	Short-term exposure will be succeeded by long-term cover, plus that of loop
Materials	No materials committed	Displaced rock material will be put to long-term use	Displaced rock material, plus that for loop, will be put to long-term use
IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES:			
Materials	No materials committed	173,000 cubic yards of rock material will be irretrievably committed	193,000 cubic yards of rock material will be irretrievably committed

TABLE 17
MATERIAL SOURCES

SOURCES	MURRAY QUARRY	LEWIS QUARRY	QUALITY QUARRY	BAKER QUARRY	COBB QUARRY	ROSS ISLAND SAND & GRAVEL	SANTOSH GRAVEL PIT
LOCATION	T.1S., R.1W., Sec. 29, SE¼ NE¼, W side of SW Murray Blvd. in Sexton Mtn.	T.2S., R.1W., Sec. 5, NE¼ NE¼, W side of Scholls Ferry Rd. near Bull Mtn.	T.1S., R.2W., Sec. 26, NW¼ NE¼, E side St. Hwy. 208, on W flank of Cooper Mtn	T.1S., R.2W., Sec. 26, SW¼ NE¼, E side St. Hwy. 208, on W flank of Cooper Mtn	T.1S., R.2W., Sec. 26, SW¼ SE¼, N side of Koehler Rd., on W flank of Cooper Mtn.	T.1S., R.1E., Sec. 14, W½ NW¼, on Hardtack Island in Willamette River	T.4N., R.1W., Sec. 31, NW¼ SE¼, on Col. River flood plains between Scappoose and St. Helens
HAUL DISTANCE AND POSSIBLE ROUTES	About 5 mi. by S.W. Murray Blvd., Scholls Ferry Rd. & St. Hwy. 217	About 4½ mi. by Scholls Ferry Rd. & St. Hwy. 217.	About 6½ mi. by St. Hwy. 208, 10, & 217	About 7 mi. by St. Hwy. 208, 10, & 217	About 8 mi. by county Koehler & Clark Hill Roads, & St. Hwy. 208, 10, & 217	About 3.7 mi. by barge to N. Russell St. plant, then about 15½ mi. by city streets, I-5, & 217	About 34 mi. by barge to S.W. Curry St. plant, then about 13 mi. by city streets, I-5, & 217
ACCESS	Short rocked road	Short rocked road	Short rocked road	Short rocked road	Short rocked road	By barge & tram	Paved road
ROCK TYPE	Basalt	Basalt	Basalt	Basalt	Basalt	Sand & gravel	Sand & gravel
QUALITY	Fill rock	Base & fill rock	Base rock	Paving, base & fill rock	Base & fill rock	Paving & base rock	Paving & base rock
QUANTITY	Sufficient						
OVERBURDEN	5 to 6 feet	Up to 20 feet	2 to 4 feet	0 to 2 feet	1 to 4 feet	None	About 1½ feet
PLANT	None	Crusher	Crusher	Crusher & batch plant	Crusher	Crusher & batch plant	Crusher & batch plant
STOCKPILE SITE	Large	Large	Large	Large	Large	Large	Large
OWNERSHIP	Private	Private	Private	Private	Private	Private	Private
RECLAMATION	Plan on file	Plan on file	Exempt	Exempt	Exempt	Plan on file	Plan on file
IMPACTS	In remote area having no near residences, working area visible to hwy. from south, irretrivable commitment of rock	In remote area on hill, few near residences, much of working area visible from hwy., irretrievable commitment of rock	In remote area on hill, no near residences, much of working area screened from hwy., irretrievable commitment of rock	In remote area on hill, no near residences, much of working area visible from hwy., irretrievable commitment of rock	In remote area on hill, no near residences, little of working area visible from hwy., irretrievable commitment of rock	In remote area having no near residences, working area visible from shore, protective berm prevents siltation of river, pits form	In remote area having no residences, screened from hwy. view, irretrievable commitment of rock

Highway Division to stipulate in its road grading contracts that all ground surfaces exposed to erosion be seeded and mulched. The work will be done in stages along the project as soon as practicable after areas to be seeded and mulched are completed.

Aquatic

No difference in aquatic impacts from the interchange project is expected with either the two- or four-lane alternative on Allen Boulevard. Therefore, discussion in this section is restricted to the no-build condition (Alternative 1), the proposed full diamond interchange (Alternative 2), and the loop alternative (Alternative 3).

Table 18 summarizes the impact discussion.

Alteration of natural drainage patterns by relocation and improvement of the city storm sewer system will be minimal for both the proposed full diamond interchange and loop alternative. No alteration will occur as a result of this project if the no-build alternative is selected. Paving will reduce surface water percolation into the soils, and instead will direct it, via storm sewers and drainage ditches, into surface water systems. The increase of actual pavement area in this project is small, and the quantity of precipitation diverted will be small. The existing storm sewer will be relocated several feet to the south of the existing alignment of Allen Boulevard and will be enlarged in order to accommodate a 10-year frequency flood. This is an expansion of the current design capacity, which is for a 5-year frequency event, and thus can be considered a beneficial impact, which will decrease backwater and flooding problems west of the project area.

Table 18

IMPACTS--AQUATIC

Impacts	Alternatives		
	No-Build	Diamond	Loop
Alteration of natural drainage patterns; increase in runoff	None	Minor	Minor
Increase of capacity of storm sewer; reduction of storm sewer backup west of project	No increase	Increase capacity from 5- to 10-year frequency event	Increase capacity from 5- to 10-year frequency event
Flood plain encroachment	None	Minimal	Minor
Runoff on Block 5 of Sellwood Addition dammed by fill	No	No	No
Erosion from fill slopes	None	Minor	Minor

The full diamond interchange as now designed will displace 11.3 acre-feet of flood storage capacity. Washington County Ordinance requires the replacement of displaced flood storage capacity. This will be done with two drainage ditches, described in the Mitigation of Adverse Impacts.

Homeowners living in Block 5 of the Sellwood Addition (between Lee Street and Alger Street, and Allen Boulevard and 14th Street) are concerned that water which presently drains easterly down a swale in the middle of the block to Lee Street will be dammed and accumulate in their yards when the highway fill on Allen Boulevard and Lee Street is put in. Features to prevent this from occurring will be incorporated into final design plans. An

additional inlet will be installed on Lee Street between Allen Boulevard and 14th at Station 1+10, to capture runoff draining down the swale; this will connect into the existing storm drain system. Fourteenth Street runoff is presently drained into inlets at 14th and Lee Streets (Station 2+29); no alterations are expected at this location.

The new roadway itself will be drained by inlets which connect to the storm sewer system. Drainage and associated sediments and pollutants running off the fill slopes at Lee Street and Allen Boulevard will also be diverted into the storm sewer system.

In sum, the effects of this project on the aquatic environment are minor, with the exception of disruption of wetlands, discussed in the subsequent section.

Mitigation of Adverse Impacts

1. The storm sewer system, with its capacity increased, will carry additional runoff generated by the increase in pavement surface.

2. To replace lost flood storage, two ditches will be dug adjacent to the interchange. These will be open ditches to the north of the interchange, approximately 6' deep, 5' to 20' wide, and 1400' to 1600' long. They will be located 50' to 100' from the edge of the pavement, and will have standing water at least part of the year. Approximately 8,000 cubic yards of material will be removed from the ditches. This material will be used as fill in the project.

The ditches will replace 5 of the 11.3 acre-feet lost to the project. It is not necessary to replace the entire 11.3 acre-feet lost to the project. This is because the estimate of the number of acre-feet taken is based on the

1972 peak high-water storage, and since then a detention system has been set up for Beaverton Creek and some drainage has been diverted into Fanno Creek.

The flood storage loss occurs within the city of Beaverton. On October 7, 1977 the City wrote a letter concurring with the proposed mitigation and asked that it be incorporated into construction plans.

3. An additional inlet at Station 1+10 will be installed to prevent flow blockage at Block 5 of Sellwood Addition. If necessary, a toe trench will be installed at the bottom of the fill on the corner of Allen Boulevard and Lee Street to direct runoff flowing down the fill slope into the storm sewer system.

Wildlife

The project will result in a net loss of existing wildlife habitat. Most of this habitat is grassland and is classed as urban-industrial. Some of this land, however, is comprised of small wetland areas.

The loss of wetlands is considered the major adverse impact to wildlife resulting from this project.

Short-term habitat losses (Table 19) are the result of destroying wildlife habitat during construction and then reestablishing similar habitat after construction. Long-term habitat losses result when productive land is paved, or when the changes made by construction are such that the habitat which is lost cannot be reestablished.

The fill which is necessary to build a northbound on-ramp, a northbound off-ramp, and a southbound off-ramp will result in a minimum long-term loss of approximately 2.3 acres of wetlands (Table 19 and Figure 14).

Table 19

A COMPARISON OF ANTICIPATED HABITAT CHANGES

Consideration	Alt. 1	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
1. Area of Affected Habitat in Acres (Total)	0	13.9	13.6	14.7	14.4
a. New Pavement	0	5.5	5.2	6.0	5.7
b. Area of Fill Minus Pavement	0	8.4	8.4	8.7	8.7
2. Long-Term Losses					
a. Wetlands	0	<u>3.2</u>	<u>3.2</u>	2.3	2.3
b. Grasslands	0	<u>4.8</u>	<u>4.8</u>	5.7	5.7
c. Other	0	0.3	0	0.3	0
Total	0	8.3	8.0	8.3	8.0
3. Short-Term Losses					
a. Grasslands	0	5.6	5.6	6.4	6.4

NOTE: Changes which are considered most significant are underlined.

Although five alternatives are being compared, a glance at Table 18 will show that there are only three major differences, and these occur between alternates having the no-build choice (1), the proposed full diamond interchange choice (Alternative 2), or the loop alternative (Alternative 3). Whether Allen Boulevard is changed to a four-lane facility or not makes little real difference.

1. The No-Build Alternative (1)

Existing wetlands on the highway and Southern Pacific right-of-way will remain.

2. Full Diamond Interchange versus Loop Alternative

The proposed full diamond interchange will result in a greater loss of wetlands than the loop alternative because the northbound off-ramp of the full diamond penetrates a small wet meadow which the loop alternative would have largely avoided. This is the single difference of any consequence between the full diamond interchange and the loop alternative.

The significance of this difference is not great from the standpoint of decision-making because loss associated with either set of alternatives can be offset by expanding other wetland areas.

Mitigation of Adverse Impacts

A wetland area of similar size to that removed by this project will be replaced in another Oregon State Highway Division project.

Significance of Impacts

The areas of habitat committed for this project are relatively small when compared to past and present land-use trends within the study area. The significance of these commitments lies in the nature of the habitat which would be lost.

Although the wetlands of the study area are not especially of high quality compared to other wetland areas in Oregon, they all have a potential for improved quality and wildlife productivity. These lands represent an incremental loss of a habitat which is both locally and regionally scarce. (Table 7, page 34.)

The loss of wetlands 1, 2, or 4 would probably be of small significance to local residents, and the effect on local wildlife would not be great from the standpoint of existing and future wildlife losses. There is regional significance whenever migratory species are involved, and the loss of supplementary feeding and resting areas for transient birds will have a negative effect.

The Relationship Between Short-Term Use of the Human Environment and Long-Term Productivity

The no-build alternative would result in no short-term changes to the human environment. In a rapidly growing suburban area, this alternative would contribute to increased congestion on Highway 217 over the life of the project because of the vehicular capacity restrictions on Highway 217. The congestion would have long-term delay costs, including time, noise, inconvenience, and safety. These factors would influence decisions of business and industry to locate in industrial areas other than those in the study area.

With the build alternatives, traffic congestion, noise, and dust would increase in the short-term during the construction process. Highway 217 would become a more efficient transportation facility. This would serve as an inducement to industrial and commercial concerns to locate in the industrial areas adjacent to the interchange, supporting long-term economic growth and trends toward greater urbanization in the Beaverton area.

Irreversible and Irretrievable Commitments of Resources

Fewer resources are committed with the no-build alternative than with the build alternatives.

Expenditure of public funds for this project forecloses the option of using the funds for other transportation purposes. The project would commit labor, paving and fill materials and right-of-way area to a long-term use. The right-of-way area would require the acquisition of five homes and the removal of eight acres of wildlife habitat with associated loss of wildlife.

To the extent that this project contributes to increased economic growth and urbanization, it can be considered as a factor in the commitment of open lands to urban uses. Use of open lands for urban uses will preclude their use for such purposes as agriculture, parks or wildlife habitat. The study area is within the present urban boundary for the land-use plan.

By increasing the capacity, convenience, and safety of Highway 217, the project would allow increased automobile usage. As a result, there would be over the long-term, a greater number of vehicular trips over Highway 217 and a greater expenditure of energy in the form of petroleum reserves than would occur with the no-build.

CONSIDERATION AND DISCUSSION OF COMMENTS

on the Draft Environmental Impact Statement and Public Hearing

Several written responses to the Allen Boulevard Interchange Draft Environmental Impact Statement were received. The complete letters are reproduced and contained in Appendix AA. The comments which were extracted from these letters are indicated by a vertical bar and a number printed in the margin. The number indicates the location of the response in this section.

A public hearing was held at 7:30 p.m., September 9, 1976, at the Whitford School, Beaverton, Oregon. A summary of the major considerations raised at the hearing and their disposition at the outset of the final environmental impact statement.

Response to Comments by United States Department of the Interior

1. Comment:

Page 20, Historical and Archeological Sites. The statement is made that an archeological survey will be carried out for the project area. If any potential sites are located, they should be evaluated for eligibility for the "National Register of Historic Places," and if eligible, they should be nominated. The results of this survey should be documented in the final statement.

Response:

The Museum of Natural History surveyed the project area and found no archeological remains of significance.

2. Comment:

Page 27, Item 3. For consistency with items 1 and 2, discussion of the "third type of wildlife" should include a list of principal species composing this group.

Response:

A list of the principal species has been added to Item 3.

3. Comment:

Page 29, Threatened or Endangered Species. This section could be strengthened by indicating whether or not the project area was inventoried for threatened or endangered plant species. A list of candidate species for threatened or endangered status in Oregon is available from the U.S. Fish and Wildlife Service.

Response:

Field investigation, a review of subject literature, and direct query of professional experts indicate that the probability that nationally established threatened or endangered species are dependent on existing habitat is extremely remote. In addition, no portion of the study area is enclosed in or adjacent to any established critical habitat areas for these species.

The red-ventered variety of the western spotted frog is on Oregon's list of "Threatened or Endangered Wildlife."

Collections were made for identification; specimens were returned to the wetland immediately. Collections were made using a dip net; the wetlands configuration allowed sampling throughout the entire wetland area. Spotted frogs were not found, however bullfrogs were numerous. The introduced bullfrog is thought to have caused the decline of the red-ventered spotted frog in western Oregon. The investigator is of the

opinion that there is sufficient evidence to conclude that this Oregon threatened species is not now present in the study area.

4. Comment:

Page 61, Mitigation of Adverse Impacts. Establishment of a wetland area to reduce project caused wildlife losses should be coordinated with Oregon Department of Fish and Wildlife.

Response:

See response to Comment 1.

Response to Comments by
U.S. Environmental Protection Agency

5. Comment:

We find no indication in the draft EIS that the MROAD/I-205 computer model used to predict carbon monoxide concentrations was calibrated and validated. This is an essential indicator of the reliability of the predictions and should be incorporated in the final EIS.

Response:

The MROAD2/I-205 model used in the DEIS and the AIRPOL4A model used in the FEIS have both been calibrated and validated by their authors.

6. Comment:

We would like to suggest that further explanation regarding the determination of background concentrations be provided in the final EIS. We have several questions concerning the information on page 17 of the draft EIS. What is the significance of 2-hour carbon monoxide samples, and how can these be related to the 1-hour and 8-hour ambient air quality standards? Were the background concentrations listed in Table 4 computed from measurements taken at the 7575 SW 101st Court site only? It would be helpful to show the location of this site on a map of the area in order to give the reviewer an idea of how close it is to the proposed project. Do these figures represent the concentrations attributable to all air pollution sources in the area? How did the calculation

of worst case background differ from that for the typical case? Was this data utilized in making predictions for future concentrations? If possible, the CO background concentration for the 8-hour duration should be listed.

Response:

Data on CO background was used only in an attempt to support our assumptions regarding this issue. The revised text provides enough information for the reader to determine how other assumptions regarding background might affect the final predicted concentrations.

7. Comment:

We would like to point out that the information given on page 48 regarding EPA's role in the phasedown of gasoline lead concentrations does not reflect the most recent status of this program. The regulations which control the amount of lead additives in gasoline have been reinstated since the December 20, 1974 decision by the U.S. Court of Appeals for the District of Columbia as published in the Federal Register on April 1, 1976 (41 FR 13984).

Response:

The present status of EPA's phasedown program for lead is reflected in the revised text.

8. Comment:

We are very concerned with the magnitude of the violations of the hydrocarbon ambient air quality standard which are predicted for 1977. Such high concentrations are unusual and deserve some explanation within the EIS as to their cause. Concurrent violations of the nitrogen dioxide ambient air quality standards could have serious implications for the formation of photochemical oxidants and the possibility of violations of this standard also. Mention of this problem should be made in the EIS and consideration given to the feasibility of mitigating measures to ease the situation.

Response:

The methodology employed to assess $HC/NO_x/PCO$ concentrations has been revised as discussed on pages 24 and 25 of the FEIS.

Response to Comments by
Department of Environmental Quality

9. Comment:

Air Quality Comments: The data, calculations, results and predictions are not presented in sufficient detail to support an application for an Indirect Source Construction Permit pursuant to OAR 340-20-100 to 135. Such application will be required.

The alternatives 2A, 3A, 2B and 3B as proposed are not consistent with the State of Oregon Clean Air Act Implementation Plan (note predicted violations of Oregon State air quality standard for lead).

Documentation of vehicle emission factors should be provided.

Worst case background concentrations should be used where appropriate to determine compatibility with air quality standards.

Traffic data is not presented in sufficient detail to support air quality calculations.

Response:

We feel that the revised report contains all data necessary to support our application for an Indirect Source Construction Permit. All alternatives have been determined to be consistent with the SIP. Documentation of vehicle emission factors can be provided upon request. We would suggest you read the entire revised document for further details.

10. Comment:

Noise Pollution Comments: The following deficiencies were found in the Draft: The contours along Allen Blvd. in Figure 28 were drawn incorrectly.

Response:

The contours have been redrawn.

11. Comment:

The contours in figures 28, 29 and 30 are for only the L10 = 70 dBA level. The L10 = 65, 60 and 55 dBA contours should also have been shown.

Response:

The L_{10} 70 dBA contour was drawn without considering background noises nor the abating properties of structures. At the distances the L_{10} 70 dBA contour extends, we can be fairly certain that the projections represent relatively accurately highway noise without interference from background noise, nor the abatement of structures. However, the contours for L_{10} 65 dBA, 60, and 55 would extend a much greater distance, and the effects of background noise and the abatement of structures would render these contours meaningless.

12. Comment:

Noise sensitive properties (i.e., residences) were not labeled on the maps (figures 28, 29 and 30) which made it difficult to determine which structures were residences and which ones were not.

Response:

The structures in the northeast quadrant comprise a warehouse facility. The structure in the southeast quadrant is a restaurant-motel complex. The large structure in the northwest quadrant is a food production plant. The remaining buildings in this quadrant are houses. The building nearest the tracks in the southwest quadrant is a cookie factory. The two small buildings near it are houses. The remaining buildings to SW 112th Avenue comprise a rental storage facility. The building on the northwest corner of S.W. 112th is a state office building. The remaining buildings between S.W. 112th and S.W. King are apartment houses. All the buildings between S.W. King and S.W. Alice are houses. The large building west of S.W. Alice is a church. The remaining buildings are single family dwellings.

13. Comment:

The text should have discussed the noise impact in terms of the changes in sound level other than the changes in distance the L_{10} = 70 dBA contour moves.

Response:

As the increase of the L_{10} 70 dBA level penetrating distance from 1977 to 1996 indicates, the noise increase is slight. The L_{10} distance will indicate the anticipated increase in the number of receptors exposed to excessive noise.

14. Comment;

The lack of an in-depth discussion of all the noise aspects of the project.

Response:

The discussion presents all pertinent noise problems.

15. Comment:

Table 15 doesn't depict the 10 extra feet in the depth of the L_{10} = 70 contour discussed in the text which correspond to the 4 lane versus 2 lane Allen Blvd.

Response:

The table shows Alternatives 2A and 3A, the 4 lane Allen Blvd as having L_{10} 70 dBA contours of 140 feet in 1996 versus 130 feet for Alternatives 2B and 3B, the 2 lane Allen Blvd. This is a difference of 10 feet, as discussed in the text.

16. Comment:

Recommendations:

A. That the barrier along the back side of the homes on 14th Avenue (that were exposed by the removal of the northern 3 lanes) be built.

B. That the barrier along the frontage road south of Allen be built.

C. That the barrier along the southeast off-ramp be built.

Response:

See pages 70 through 72 of text for proposed noise mitigation measures for this project.

Response to Comments by the
Oregon Environmental Council

17. Comment:

Highway 217 is generally referred to as such throughout the text; however, on the maps and charts it appears as the Beaverton-Tigard Highway. This is somewhat confusing.

Response:

Comment noted. Highway 217 and the Beaverton-Tigard Highway are one in the same.

18. Comment:

On pages 8-10 there is a discussion of existing land-use. The total acreage of the study area needs to be stated; references to acreages in different kinds of land use should also be expressed as a percentage of the total.

Response:

These changes have been made to the text of the Land Use discussion.

See pages 13 through 17 of the text.

19. Comment:

Some of the terminology needs to be defined so that the layman can understand it: e.g., "dBA," "ug/m^4."

Response:

These terms have been footnoted and explained in the text.

20. Comment:

On page 27 point 3 it is important to list the species of wildlife that will be lost due to the loss of habitat if the project is built. Note that the listing of species has been done for points 1 and 2.

Response:

See response to comment 2.

21. Comment:

Two areas of wetlands that would be lost should the project be built were found to be potential habitat for a threatened species, Rana pretiosa, or a variety of the western spotted frog. According to the DEIS (p. 29), "a search" - undefined - turned up no individuals of the species in question. Was this attempt to locate this species adequate? What was entailed in the "search?"

Respone:

See response to comment 3.

22. Comment:

The DEIS makes rather free use of terms such as "small," "minimal," and "minor" with no qualifications. For example, pages 56-58 discuss the aquatic impacts of the interchange. Runoff from pavement is expected to be "small." It would be interesting to know just what increased volume can be expected as a result of the project being built. Also, it is stated filling in portions of the flood plain (of Beaverton and Fanno Creeks) will reduce the amount of available flood water storage. Approximately what volume of runoff can be expected from this action? Will this adversely affect the creeks in the area?

Response:

The qualitative terms used to describe impact magnitudes were intended to provide a means of comparison among alternatives, rather than as an indication of absolute magnitudes. This is necessary when time or money limitations do not allow for full quantitative analysis of a project area. An approximation of peak runoff volume generated by a 10-year frequency storm event from the increased pavement area is 5 cfs. This volume of runoff represents a small increase in existing runoff volumes. It is not expected to heavily impact receiving waters, either in terms of additional flood waters or pollutant loading. Loss of flood storage will be in the amount of 11.3 acre-feet. As stated by Washington County ordinance, the Highway Division will compensate for flood storage area taken, so that no additional adverse flooding effects will occur.

23. Comment:

Perhaps the biggest drawback to the DEIS as it is currently written is the lack of discussion in the text of the "ripple effect" the interchange will have on the existing traffic network and its ability to handle the increased traffic volume which is expected to occur as a result of the interchange. What impacts will the interchange have on the following, and what changes will be necessitated to accommodate the increased vehicular volume:

Scholls Ferry Road and Allen Boulevard
Allen Boulevard and Hall Boulevard
Highway 10

Response:

The project will not have a substantial "ripple effect" because the traffic is essentially through freeway traffic utilizing Highway 217 and not local collector or arterials.

The impacts on intersections and sections mentioned are as follows using 1996 traffic and the No-Build as a basis of comparison.

(a) Scholls Ferry Road and Allen Boulevard

No significant change in traffic approaching the intersection under any of the alternates.

(b) Allen Boulevard and Hall Boulevard

No change with alternates 2B or 3B. Alternate 2A attracts approximately 60 percent more traffic to Allen Avenue with the four lanes constructed. Approximately 10 percent increases on Hall Boulevard expected, but overall intersection operation should be satisfactory with Allen widened to 4-lanes at this point.

Note: Allen Blvd. is currently being considered for widening to 4 lanes.

(c) Highway 10--Beaverton-Hillsdale Highway

No change in traffic indicated with alternates 2B or 3B.

Alternates 2A and 3A reflect 10 to 20 percent reductions from Hall to the Beaverton-Tigard (west of Beaverton-Tigard). East of Beaverton-Tigard there was no significant change noted.

24. Comment:

An expanded discussion of the "expenditure of energy in the form of petroleum reserves" should the interchange be built would be most useful.

Response:

An expanded discussion would be inaccurate and misleading because the Highway Division does not have the manpower or resources to quantify the statement accurately. The statement is left as it stands.

25. Comment:

What is the relationship between the interchange and the public transportation system in the area?

Response:

Allen Boulevard is on the Tri-Met and school bus routes. Therefore, the project will serve to expedite the movement of these vehicles and reduce the potential for accidents at this intersection.

Response to Comments by the
Columbia Region Association of Governments

26. Comment:

Southern Pacific Railroad Crossing. The Draft EIS lacks direct reference to the railroad crossing on Allen Boulevard. Consequently, the implications of the various alternatives on traffic delays and accidents at the crossing are not addressed.

Response:

The railroad crossing is now at-grade. The proposed interchange structure would separate automobile traffic from the railroad. Therefore, traffic delays and accidents as a result of trains would be eliminated by the project.

27. Comment:

Air Quality Impacts--Summary, p. ii. (4)e. The statement on the extent of air quality impacts should be clarified as to:

A) The size of area referred to, either areawide total emissions or local effects. For example, on an areawide basis, NO_x increases while CO and HC decrease for build alternatives, while on a local effects basis, Pb increases and the other three pollutants appear to decrease for the build alternatives.

B) The specific pollutants that decrease or increase. Under total emissions three are analyzed and under local effects four pollutants are analyzed.

C) The primary reason for any reduction (auto emission standards).

It would also be informative to note the summary which pollutants currently exceed standards in the area in order to provide a baseline for interpretation.

Response:

See revised Air Quality report.

28. Comment:

Air Quality--Local Impacts, CO Isopleths, pp. 45-47. The CO isopleths for the two build alternatives do not indicate whether they represent two or four lanes on Allen Boulevard. Since a four-lane Allen Boulevard build alternative would increase the ADT on Allen Boulevard by about 50 percent, it would appear that the resulting isopleths for alternatives 2A and 3A would be different than those for 2B and 3B. This potential difference, therefore, raises questions about statements such as one on page 47: "The no-build alternative shows the highest concentration and is the only alternative with a predicted concentration over that of the existing condition" (emphasis added).

Response:

The computer modeling was done only for the build alternative (i.e., two or four lane Allen) with the highest source strength or product of emissions and total vehicles. The conclusion drawn on page 47 is valid.

29. Comment

Air Quality--Local Impacts, Lead, pp. 47-48. The section on lead lacks any analysis regarding the difference in lead effects for the various alternatives. In addition, this section lacks any description of the implications of lead levels exceeding the State standard. It is noteworthy that the no-build alternative is the only one that does not exceed the State standard at some point in the cross section described in Table 14.

Response:

Due to the resumption of the EPA phasedown schedule for lead, no violations of the State standard for this pollutant is predicted in any year for any alternative. See revised text.

30. Comment:

Noise, p. 49. A couple of aspects of predicted noise levels appear to be inconsistent with what might be expected and the reasons for those inconsistencies are not explained by the Draft EIS. Data to justify these variances are not present either because the noise prediction is based on peak hour truck traffic rather than daily peak traffic hour volumes (p. 18, fn. 11) and no data or projections are included regarding truck movements. The apparent inconsistencies needing clarification are:

A) The reasons the 1996 L10 70 dBA contour along the Beaverton-Tigard Tigard Highway is substantially greater for the no-build than any of the build alternatives.

B) The reason in 1996 that the L10 70 dBA contour would only expand 10 feet for a four-lane Allen Boulevard.

The 10 feet effectively represents the additional width of a new lane whereas the ADT is projected to increase by about 50 percent over the two-lane alternatives.

Response:

A) The L_{10} 70 dBA contours (1996) along the Beaverton-Tigard Highway will be substantially greater for the no-build than the build alternatives. The present intersection is at-grade and signalized. Interruptions in traffic flow due to signals can contribute 3 to 5 dBA due to the stopping and starting of vehicles at the intersection. The build alternatives would provide grade separation at the intersection, providing a continuous traffic flow.

B) Again the result of improved vehicle flow. The project provides twice the travel lanes, but increases traffic by only 50 percent. This results in a reduction in the vehicles/lane ratio and hence a reduction in noise.

Response to Comments by the
Oregon Department of Fish and Wildlife

31. Comment:

Page 27, Item 3. Mentioned are wildlife species likely to be impacted in the project area for types 1 and 2, but not for type 3. Waterfowl, amphibians and reptiles will likely be the most impacted species in the wetland area.

Response:

See response to comment 2.

32. Comment:

Page 61, Mitigation of Adverse Impacts. The loss of wetland in the project area is the major adverse impact. We request the Oregon State Highway Division work with fish and wildlife resource agencies in the selection of a site for mitigation.

Response:

The Highway Division will work with Fish and Wildlife agencies in mitigating wetland impacts. The actual loss of wetlands attributable to the project will be replaced in conjunction with a suitable project in the future.

Response to Comments by
Mr. Robert W. Fryer

33. Comment:

Existing Environmental Setting, Natural Environment, Drainage (p. 23): "Sections of this statement are incomplete or erroneous. See the following: Paragraph 2, 2nd sentence: Waters from Beaverton and Fanno Creeks sometimes flow from one stream to the other, across Allen Blvd. at the east side of the Highway 217 intersection."

Response:

A detailed hydraulics report was completed after preparation of the draft EIS. Alterations to the text have been made in the final statement, including the information, as Mr. Fryer stated, that Allen Blvd. does at times flood east of Highway 217. The flooding is a result of backwater from Fanno and Beaverton Creeks, whose flood plains merge during low frequency flood events. See Figure 13A for flood hazard boundaries within the project area.

34. Comment:

Paragraph 3: "The statement above indicates that this paragraph may not be entirely correct."

Response:

Paragraph 3: This paragraph is correct.

35. Comment:

Paragraph 4: "This paragraph is misleading. The Corps of Engineers information may be limited; however, substantial information should be available thru the Beaverton police, fire, and public works departments, the Washington County Road Department, and sheriff's office, and the Sylvan Maintenance section of the State Highway Division. In sentence two of this paragraph, the occurrence of 'flash floods' resulting from localized heavy rains on the west hills is ignored. These floods result from downpours lasting from a few minutes to several hours. Whereas floods on the Tualatin River generally occur after region wide rains which average one inch or more on three consecutive days. This may be checked by investigating the climatalogical data as recorded by the U.S. Department of Commerce's weather reporting stations."

"The rest of the section on drainage is primarily correct: However, the possibiiity of inadequate storm sewers under Allen Blvd., east of Highway 217 is not mentioned. The increasing frequency and severity of the floods on Beaverton and Fanno Creeks is not discussed. (This writer has been observing floods on Fanno Creek for thirty years.) The possibility of worsening the flood situation on S.W. Dori Ct. and Rollingwood Drive is not considered."

Response:

Paragraph 4: This paragraph has been amended to include information contained in the Hydraulics report. Sentence 3 of this paragraph was intended to indicate that local hydrologic conditions do indeed affect local flooding patterns, as Mr. Fryer indicated. Backwaters from Tualatin River floods do not extend as far up Fanno or Beaverton Creeks as the project area, and thus have no observable effect there.

The possibility of Allen Boulevard storm sewers east of 217 becoming inadequate to handle flood waters is raised by Mr. Fryer, as is the possibility of worsening the flood situation on S.W. Dori Court and Rollingwood Drive. The Allen Boulevard project stops 700 feet east of Highway 217. The responsibility of the Highway Division is to provide for adequate drainage of new and existing transportation facilities, and to avoid or compensate for alterations in existing drainage patterns. This will be done.

Present industrial development will probably worsen flood conditions in the area. No drainage plan will correct high water problems east of Allen Boulevard without a major overhaul of the Beaverton Creek channel downstream. It is not the responsibility of the Highway Division to make those alterations. The flood situation at S.W. Dori Court and Rollingwood Drive will not be affected by the Allen Boulevard project. Projected loss of flood storage due to project construction (11.3 acre-feet) will be compensated for, as stipulated by Washington County ordinance, but this loss of storage is not from the Dori Court-Rollingwood Drive area.

36. Comment:

Existing Environmental Setting, Cultural Environment, Socioeconomic Characteristics (p. 12) and Transportation (p. 15): "These two sections are only partially correct. It should be emphasized that the Beaverton-Tigard Expressway (Highway 217) and the nearby railroad tracks effectively divide the City of Beaverton and surrounding area into separate east and west sections. Downtown Beaverton and Tektronix, Inc. (the area's largest employer) are west of Highway 217, while the Allen Blvd. Industrial Park and Royal Woodlands (a major Beaverton residential area) lay east of the highway. The heavy local traffic on both arterials and collector streets between the two sections is severly impeded by the traffic signals associated with the north-south expressway. The congestion at these intersections contribute a significant portion the total of area traffic accidents.

Because of the rapidly rising population of the area, this writer believes that clover leaf loops should be provided for all of these intersections."

Response:

Comment noted. The purpose of the Allen Boulevard and Denny Road interchanges is to relieve this situation. The traffic analysis shows that the loop would provide only marginal traffic benefits over the full diamond design, not enough to outweigh the added costs.

37. Comment:

Emergency Services (p. 12). "The facts of paragraph two of this section are so distorted so as to cast doubt on the entire statement."

Response:

The text has been revised.

Response to Comments by
Reser's Fine Foods, Inc.

38. Comment:

We would recommend that our access begin at the intersection of King and Allen. This additional distance from the overpass structure would get us down closer to grade and would, combined with the traffic from the access road south of Allen connecting at King, warrant a light at King and Allen.

Response:

The Highway Division has modified the proposal such that Lee Street will connect at King Boulevard and a traffic signal will be installed.

See text.

39. Comment:

Another major point to be considered is the problem of dust and general cleanliness during construction. This problem would be greatly compounded by having the detour located only a few feet from our building. We do not have any way of anticipating the dollars we might have to spend to comply with USDA and State of Oregon regulations regarding the situation. But, it should be realized that the regulatory agencies that govern food processing (USDA inspectors spend approximately 10 (ten) hours per day at this facility to insure compliance with all appropriate regulations) are not at all patient when seeing to it that corrections are made.

Response:

The state will have the contractor control this problem through specifications included in the contract. At the time of construction, any problems experienced by Reser's can be referred to the resident engineer.

40. Comment:

Our final area of major concern involves the land use limitation that would be an outgrowth of the proposed access road. Under the new program we would have to give up a considerable amount of the parking in our southeast corner to truck traffic. Not only would this leave us short on parking but we would then have to abandon any plans for adding on to the north end of our

current warehouse either in favor of parking there or because we would not have a building permit granted due to a shortage of parking.

Response:

The construction period for this project has been estimated at two years. The use of the detour road by the public during this period of time will interfere with truck traffic moving into and out of the Reser property. However, this temporary situation will result in a much better traffic condition for Reser after construction, when the truck traffic can enter Allen Boulevard at a traffic light at SE King Boulevard.

There will be adequate width on the detour road R/W in the after situation to accommodate employee parking where none exists at present. This should relieve any employee parking problem caused by the changed truck traffic pattern.

Response to Comments by
Grandma Cookie Co.

41. Comment:

Our company has some grave concern about the proposed plans. Most of this concern is directed toward ability of large tractor trailer trucks to make the turns necessary for access to and egress from Allen Blvd. The proposed 55-foot radius turns at the intersection of S.W. King and Allen, although theoretically sufficient, would, from a practical standpoint, require trucks to use the oncoming traffic lanes in making their turns. On a street as busy as Allen Blvd., this can become quite a problem. If the section of Allen Blvd. between King and Highway 217 were four lane rather than two it might help this situation considerably. We also expect that our current amount of large truck trips per day will double in less than five years, compounding the problem. The amount of traffic currently requiring access to the motor vehicle office on S.W. 112th, which now causes considerable congestion in the area, will be an even greater problem under this proposed interchange plan.

Response:

The modified Lee Street connection will alleviate this problem. See text.

Response to Comments by
Mr. and Mrs. Charles E. Moffit, Jr.

42. Comment:

We wish to register our protest to the project because:

1. At the present time it is extremely dangerous for us to get in and out of our driveway. There have been several near accidents as we try to make a left turn into our driveway with cars passing on our right; and cars passing on the right of those cars stopped to make a left turn onto Alice Lane. At every meeting we have attended we have been told that traffic will increase with the interchange. We then will be unable to get into or out of our driveway at all.

2. We will not be able to park in our driveway--and there is no street parking.

3. The noise level, already past DEQ standards is certain to increase.

4. No one is interested in purchasing our residence and so far there have been no investors interested in acquiring it for commercial or multiple dwellings as it is potentially zoned. Our next-door neighbors have had their residence listed since spring but the prospective buyers lose interest as soon as they learn of the traffic problems.

Response:

1. This project will tend to reduce this danger because the traffic light planned for the intersection of SE King Blvd. and Allen Boulevard will cause a break in the traffic flow which will allow them to back out of their driveway.
2. This project will not affect parking in the driveway. There will be no property acquired from this ownership, and the parking situation will remain exactly as it is at the present time.
3. Noise level increases are unavoidable due to traffic increases. Noise mitigation measures are proposed where they are practical. Noise mitigation at this property is not feasible because of proximity to Allen Boulevard. See text.

4. There is no question that the traffic congestion on Allen Boulevard is a detriment to the adjacent properties such as this. Since Mr. Moffit wrote his letter, there have been sales of property between him and Lee Street to the east.

This property is in a transitional area which is changing from residential to commercial use, and is obviously not as desirable for residential use at this time.

APPENDIX AA

COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

September 14, 1976

ER 76/752

Mr. Glen L. Green
Division Administrator
477 Cottage Street N.E.
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

This is in response to a request for the Department of the Interior's comments on the draft environmental statement for Allen Boulevard Interchange, Highway 217, Beaverton, Washington County, Oregon.

General Comments:

Generally, the draft statement adequately addresses project impacts. The graphics were helpful in identifying and evaluating effects on the natural and social environment.

Specific Comments:

Page 20, Historical and Archeological Sites. The statement is made that an archeological survey will be carried out for the project area. If any potential sites are located, they should be evaluated for eligibility for the "National Register of Historic Places," and if eligible, they should be nominated. The results of this survey should be documented in the final statement. 1

Page 27, Item 3. For consistency with items 1 and 2, discussion of the "third type of wildlife" should include a list of principal species composing this group. 2

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

Page 29, Threatened or Endangered Species. This section could be strengthened by indicating whether or not the project area was inventoried for threatened or endangered plant species. A list of candidate species for threatened or endangered status in Oregon is available from the U.S. Fish and Wildlife Service. 3

Page 61, Mitigation of Adverse Impacts. Establishment of a wetland area to reduce project caused wildlife losses should be coordinated with Oregon Department of Fish and Wildlife. 4

Sincerely yours,

Charles S. Polityka

for Charles T. Hoyt
Special Assistant to the Secretary

cc:
Gary Potter, Manager
Environmental Section
Department of Transportation
State Highway Building
Salem, OR 97310

Council on Environmental Quality (5)

Director, Office of Environmental Project Review
Director, Bureau of Outdoor Recreation
Director, Fish and Wildlife Service
Director, National Park Service
Director, Geological Survey
Director, Bureau of Land Management
Administrator, Bonneville Power Administration
Regional Director, PNW Region
  Bureau of Outdoor Recreation
Regional Director, PNW Region
  U.S.Fish and Wildlife Service
Regional Director, PNW Region
  National Park Service
District Chief, WRD
  Geological Survey, Oregon
State Director, Bureau of Land Management
  Oregon

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
16th Floor, 1220 S. W. Third Avenue, Portland, Oregon 97204

September 1, 1976

DRAFT ENVIRONMENTAL STATEMENT
Allen Blvd. Intchg. Sec.
Beaverton-Tigard Highway
Washington County

Mr. George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed the Draft Environmental Statement, Allen Boulevard Interchange Section, Beaverton-Tigard Highway, Washington County, Oregon and have no comments to offer.

We do appreciate the opportunity to review and comment on this draft statement.

Yours truly,

William L. Dugan Acting
Guy W. Nutt
State Conservationist

cc:
G. L. Green, FHWA
W. W. Geibel
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Mary Potter
G. N. Hopkins, Co-City
D. E. Swan
B. L. Gifford
R. N. Bothman

cc:
Office of the Coordinator of Environmental Activities
Office of the Secretary, USDA, Washington, D.C.
Administrator, SCS, Washington, D.C.
Chairman, Council on Environmental Quality, Washington, D.C.

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: 10FA - M/S 623

Allen Blvd. Interchange Section
Beaverton-Tigard Highway
Washington County

9-13-76

SEP 9 1976

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
D. E. Swan
B. L. Gifford
R. H. Bothman
W. W. Geibel
Dist. 2a

Mr. George N Hopkins
Project Development Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed the draft environmental impact statement on the Allen Boulevard Interchange Section, Beaverton-Tigard Highway. We would like to commend the Oregon State Highway Division on the thorough presentation of air quality considerations. The air analysis was thoughtful and comprehensive and provided a good basis upon which to determine air quality impacts of the project.

The following comments are intended to assist you in preparing the final EIS on the project. Particular attention should be given to comment four which recommends that mitigative measures be implemented in order to minimize long-term air quality problems.

1. We find no indication in the draft EIS that the MROAD/I-205 computer model used to predict carbon monoxide concentrations was calibrated and validated. This is an essential indicator of the reliability of the predictions and should be incorporated in the final EIS. 5

2. We would like to suggest that further explanation regarding the determination of background concentrations be provided in the final EIS. We have several questions concerning the information on page 17 of the draft EIS. What is the significance of 2-hour carbon monoxide samples, and how can these be related to the 1-hour and 8-hour ambient air quality standards? Were the background concentrations listed in Table 4 computed from measurements taken at the 7575 SW 101st Court site only? It would be helpful to show the location of this site on a map of the area in order to give the reviewer an idea of how close it is to the proposed 6

project. Do these figures represent the concentrations attributable to all air pollution sources in the area? How did the calculation of worst case background differ from that for the typical case? Was this data utilized in making predictions for future concentrations? If possible, the CO background concentration for the 8-hour duration should be listed. 6

3. We would like to point out that the information given on page 48 regarding EPA's role in the phasedown of gasoline lead concentrations does not reflect the most recent status of this program. The regulations which control the amount of lead additives in gasoline have been reinstated since the December 20, 1974 decision by the U.S. Court of Appeals for the District of Columbia as published in the Federal Register on April 1, 1976 (41 FR 13984). 7

4. We are very concerned with the magnitude of the violations of the hydrocarbon ambient air quality standard which are predicted for 1977. Such high concentrations are unusual and deserve some explanation within the EIS as to their cause. Concurrent violations of the nitrogen dioxide ambient air quality standards could have serious implications for the formation of photochemical oxidants and the possibility of violations of this standard also. Mention of this problem should be made in the EIS and consideration given to the feasibility of mitigating measures to ease the situation. 8

Based on our review and comments, the Environmental Protection Agency has rated this draft environmental impact statement LO-2, LO (Lack of Objections), 2 (Insufficient Information). The rating of the Environmental Protection Agency's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

EPA appreciates the opportunity to comment on this draft statement and requests five (5) copies of the final EIS when available. If you have any questions about our comments, please feel free to contact us at 442-1595.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith
Director
Office of Federal Affairs

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

September 8, 1976

Mr. L. W. Rulien
Oregon Highway Division
207 State Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Re: Allen Blvd. Interchange
PNRS 7607 4 810

The State Clearinghouse has received additional comments suggesting areas for improvement on the Allen Blvd. Interchange Draft E.I.S. subsequent to our Sept. 1 closing letter. A copy of these comments is enclosed for your attention.

Please consider this letter and enclosure an addendum to our previous letter.

Sincerely,

William H. Young
Administrator

WHY:llh

encl

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 6086

ROBERT W. STRAUB
GOVERNOR

COMMENTS RE:

DRAFT ENVIRONMENT IMPACT STATEMENT
ALLEN BOULEVARD INTERCHANGE
PNRS 7607 4 810

AIR QUALITY COMMENTS:

The data, calculations, results and predictions are not presented in sufficient detail to support an application for an Indirect Source Construction Permit pursuant to OAR 340-20-100 to 135. Such application will be required.

The alternatives 2A, 3A, 2B and 3B as proposed are not consistent with the State of Oregon Clean Air Act Implementation Plan(note predicted violations of Oregon State air quality standard for lead). 9

Documentation of vehicle emission factors should be provided.

Worst case background concentrations should be used where appropriate to determine compatibility with air quality standards.

Traffic date is not presented in sufficient detail to support air quality calculations.

NOISE POLLUTION COMMENTS: The following deficiencies were found in the Draft:

1. The contours along Allen Blvd. in Figure 28 were drawn incorrectly. 10
2. The contours in figures 28, 29 and 30 are for only the L_{10} = 70 dBA level. The L_{10} = 65, 60 and 55 dBA contours should also have been shown. 11
3. Noise sensitive properties (ie. residences) were not labeled on the maps (figures 28, 29 and 30) which made it difficult to determine which structures were residences and which ones were not. 12
4. The text should have discussed the noise impact in terms of the changes in sound level other than the changes in distance the L_{10} = 70 dBA contour moves. 13
5. The lack of an in-depth discussion of all the noise aspects of the project. 14

DEQ-1

6. Table 15 doesn't depict the 10 extra feet in the depth of the $L_{10} = 70$ contour discussed in the text which correspond to the 4 lane vs. 2 lane Allen Blvd. 15

Conclusion:

From the sparse information available, the alternates can be ranked roughly in the order of increasing noise impact to residences as follows:

1. Alternate 1 (no build)
2. Alternate 2 (diamond)
3. Alternate 3 (loop)

For alternates 2 and 3, the 2 lane Allen option is preferable to the 4 lane option.

Although all alternates are in excess of Federal standards, all three alternates will have about the same noise impact. Alternate 2A seems to be the best of the build options.

Recommendations:

A. That the barrier along the back side of the homes on 14th Avenue (that were exposed by the removal of the northern 3 lanes) be built.

B. That the barrier along the frontage road south of Allen be built. 16

C. That the barrier along the southeast off-ramp be built.

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

September 10, 1976

Environmental Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed are the comments of the Oregon Environmental Council on the Draft Environmental Impact Statement, Allen Boulevard Interchange, Washington County, Oregon.

We appreciate the opportunity to submit these comments and questions and ask that they be included, along with your response, in the final statement on this project.

Sincerely,

Larry Williams

Larry Williams
Executive Director

Enclosure
LW:alh

A.P.T.E.R., Tigard
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Forest Grove Chapter
Portland Chapter
AMERICAN INSTITUTE OF ARCHITECTS
Portland Chapter
Southwestern Oregon Chapter
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ANGLERS CLUB OF PORTLAND
ASSOCIATED GENERAL CONTRACTORS OF AMERICA
AUDUBON SOCIETY, Portland, Central Oregon, Corvallis
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay
CHEMEKETANS, Salem
CENTRAL CASCADES CONSERVATION COUNCIL
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis
CITIZENS FOR BETTER GOVERNMENT
CLATSOP ENVIRONMENTAL COUNCIL
EAST SALEM ENVIRONMENTAL COUNCIL
ECO-ALLIANCE, Corvallis
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Eastmoreland, Fir Grove, McKenzie River, Nehalem Bay, Portland, Scappoose, Villa
GOOSE HOLLOW FOOTHILLS LEAGUE
JUNIOR LEAGUE, Portland
LEAGUE OF WOMEN VOTERS
Central Lane
Coos County
McKENZIE FLYFISHERS, Eugene
McKENZIE GUARDIANS, Blue River
MT. HOOD COMMUNITY COLLEGE OUTDOOR CLUB
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Corvallis, Tigard, Willamette Falls
OBSIDIANS, INC., Eugene
1,000 FRIENDS OF OREGON
OREGON BASS AND PANFISH CLUB
OREGON FEDERATION OF GARDEN CLUBS
Pioneer District 13
OREGON GUIDES AND PACKERS, Sublimity
OREGON LUNG ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Eugene
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G.
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County
Portland
PORTLAND RECYCLING TEAM, INC.
P.U.R.E., Bend
REED COLLEGE CANOE CLUB
Portland
SANTIAM ALPINE CLUB
Salem
SELLWOOD-MORELAND IMPROVEMENT LEAGUE, Portland
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland
Klamath, Klamath Falls,
Mary's Peak, Corvallis,
Mt. Jefferson, Salem,
Rogue Valley, Ashland
SOLV
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene
STEAMBOATERS
SURVIVAL CENTER, U. of O., Eugene
TEAMSTERS FOOD PROCESSORS
THE TOWN FORUM, INC.
Cottage Grove
UMPQUA WILDERNESS DEFENDERS
WESTERN RIVER GUIDES ASSOCIATION, INC.
WILLAMETTE RIVER GREENWAY ASSOCIATION

COMMENTS OF THE OREGON ENVIRONMENTAL COUNCIL
ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT,
ALLEN BOULEVARD INTERCHANGE, OREGON STATE
HIGHWAY DIVISION SEPTEMBER 10, 1976

COMMENTS AND CRITICISMS

1) Hwy. 217 is generally referred to as such throughout the text; however, on the maps and charts it appears as the Beaverton-Tigard Highway. This is somewhat confusing. 17

2) On pages 8-10 there is a discussion of existing land-use. The total acreage of the study area needs to be stated; references to acreages in different kinds of land use should also be expressed as a percentage of the total. 18

3) Some of the terminology needs to be defined so that the layman can understand it: e.g., "dBA", "ug/m". 19

4) On page 27 point 3 it is important to list the species of wildlife that will be lost due to the loss of habitat if the project is built. Note that the listing of species has been done for points 1 and 2. 20

5) Two areas of wetlands that would be lost should the project be built were found to be potential habitat for a threatened species, Rana pretiosa, or a variety of the western spotted frog. According to the DEIS (p. 29), "a search" - undefined - turned up no individuals of the species in question. Was this attempt to locate this species adequate? What was entailed in the "search"? 21

6) The DEIS makes rather free use of terms such as "small", "minimal", and "minor" with no qualifications. For example, pages 56-58 discuss the aquatic impacts of the interchange. Runoff from pavement is expected to be "small". It would be interesting to know just what increased volume can be expected as a result of the project being built. Also, it is stated filling in portions of the flood plain (of Beaverton and Fanno Creeks) will reduce the amount of available flood water storage. Approximately what volume of runoff can be expected from this action? Will this adversely affect the creeks in the area? 22

7) Perhaps the biggest drawback to the DEIS as it is currently written is the lack of discussion in the text of the "ripple effect" the interchange will have on the existing traffic network and its ability to handle the increased traffic volume which is expected to occur as a result of the interchange. What impacts will the interchange have on the following, and what changes will be necessitated to accomodate the increased vehicular volume: 23

   Scholls Ferry Road and Allen Boulevard
   Allen Boulevard and Hall Boulevard
   Highway 10

8) An expanded discussion of the "expenditure of energy in the form of petroleum reserves" should the interchange be built would be most useful. 24

9) What is the relationship between the interchange and the public transportation system in the area? 25

Submitted to: Oregon State Highway Division
Salem, Oregon

September 10, 1976

Oregon Environmental Council
2637 SW Water Avenue
Portland, Oregon 97201

jhv

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ENV 3

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 15, 1976

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DRAFT IMPACT STATEMENT
ALLEN BLVD. INTERCHANGE
HIGHWAY 217

TO: GARY POTTER
Environmental Section Manager

Attached is a September 3 letter from CRAG containing their comments on the DEIS for the Allen Blvd. Interchange project. This information should be used in the preparation of the final environmental impact statement for the project.

ELH/gw/cr
Attachment
cc L. W. Rullen w/attachment

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS
CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville
MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village
WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin
ASSOCIATE MEMBERS
CLARK COUNTY
Vancouver
Camas
Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

September 3, 1976

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Ed:

The CRAG staff has reviewed the Draft EIS for the Allen Boulevard interchange dated May 5, 1976 and submit the following comments regarding this statement for your consideration.

1. Southern Pacific Railroad Crossing

The Draft EIS lacks direct reference to the railroad crossing on Allen Boulevard. Consequently, the implications of the various alternatives on traffic delays and accidents at the crossing are not addressed. 26

2. Air Quality Impacts - Summary, p. ii, (4)e

The statement on the extent of air quality impacts should be clarified as to:

(A) The size of area referred to, either areawide total emissions or local effects. For example, on an areawide basis, NOx increases while CO and HC decrease for build alternatives, while on a local effects basis, Pb increases and the other three pollutants appear to decrease for the build alternatives. 27

(B) The specific pollutants that decrease or increase. Under total emissions three are analyzed and under local effects four pollutants are analyzed.

(C) The primary reason for any reduction (auto emission standards).

It would also be informative to note the summary which pollutants currently exceed standards in the area in order to provide a baseline for interpretation.

3. Air Quality - Local Impacts, CO Isopleths, pp. 45-47

The CO isopleths for the two build alternatives do not indicate whether they represent two or four lanes on Allen Boulevard. Since a four-lane Allen Boulevard build alternative would increase the ADT on Allen Boulevard by about 50 percent, it would appear that the the resulting isopleths for alternatives 2A and 3A would be different than those for 2B and 3B. This potential difference, therefore, raises questions about statements such as one on page 47: "The no-build alternative shows the highest concentration and is the only alternative with a predicted concentration over that of the existing condition" (emphasis added). 28

4. Air Quality - Local Impacts, Lead, pp. 47-48

The section on lead lacks any analysis regarding the difference in lead effects for the various alternatives. In addition, this section lacks any description of the implications of lead levels exceeding the State standard. It is noteworthy that the no-build alternative is the only one that does not exceed the State standard at some point in the cross section described in Table 14. 29

5. Noise, p. 49

A couple of aspects of predicted noise levels appear to be inconsistent with what might be expected and the reasons for those inconsistencies are not explained by the Draft EIS. Data to justify these variances are not present either because the noise prediction is based on peak hour truck traffic rather than daily peak traffic hour volumes (p. 18, fn. 11) and no data or projections are included regarding truck movements. The apparent inconsistencies needing clarification are: 30

(A) The reasons the 1996 L_{10} 70dBA contour along the Beaverton-Tigard Highway is substantially greater for the no-build than any of the build alternatives.

(B) The reason in 1996 that the L_{10} 70dBA contour would only expand 10 feet for a four-lane Allen Boulevard.

> The 10 feet effectively represents the additional width of a new lane whereas the ADT is projected to increase by about 50 percent over the two-lane alternative.

This represents the CRAG staff's comments regarding the technical aspects of the Draft EIS. For the most part, we feel the statement adequately addresses impacts of the proposal, including the significant impacts on traffic flow and residential dislocation. The other significant impacts on noise and air quality could be clarified by responding to the issues we have raised.

If you have need for further comments or information from CRAG, feel free to contact me.

Sincerely yours,

Roger J. Budke

Roger J. Budke
Transportation Planner

RJB:ls
5:5-7

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

September 1, 1976

Mr. L. W. Rulien
State Highway Division
207 State Highway Building
Salem, Or 97310

Dear Mr. Rulien:

Re: Allen Blvd. Interchange
PNRS # 7607 4 810

Allen Blvd. Intchge.
Beaverton-Tigard Hwy.
Washington Co.

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Land Conservation and Development Department and the Department of Fish and Wildlife offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

William H Young

William H. Young
Administrator

WHY:kw

J-2-76
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
G. H. Hopkins, Co.-City
D. E. Swan
B. L. Gifford
R. H. Botiman
W. W. Geibel

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV
JUL 29 1976

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
JUL 26 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7607 4 810 Return Date: 8-21

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

THIS IS THE ONLY COPY AVAILABLE

As soon as possible, please return to:

Federal Aid Coordination
Intergovernmental Relations Div.
240 Cottage Street, S.E.
Salem, Oregon 97310

Agency DPRR

By Dennis Lee DeLuft

LOCAL GOVERNMENT
RELATIONS DIV
JUL 29 1976

This project and its related land use implications must be coordinated and consistent with the City of Beaverton's comprehensive plan and efforts to update the plan (i.e. the city's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between #14: Urbanization and #12: Transportation, and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIV
AUG 16 1976

PNRS STATE REVIEW

Project #: 7607 4 810 Return Date: 8-21

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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DRAFT STATEMENT

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( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS.

Page 27, Item 3. Mentioned are wildlife species likely to be impacted in the project area for types 1 and 2, but not for type 3. Waterfowl, amphibians and reptiles will likely be the most impacted species in the wetland area. 31

Page 61, Mitigation of Adverse Impacts. The loss of wetland in the project area is the major adverse impact. We request the Oregon State Highway Division work with fish and wildlife resource agencies in the selection of a site for mitigation. 32

Agency Fish & Wildlife By Norman Behrens
ENVIRONMENTAL MANAGEMENT SECTION 8/13/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7607-4-810 Return Date: 8-27

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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DRAFT STATEMENT

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( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

See comments from the Oregon Department of Fish and Wildlife

Agency Mike G. By Michael Gilbert

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

AUG 16 1976

PNRS STATE REVIEW

Project #: 7607 4 810 Return Date: 8-21

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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( ) No comment.

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Page 61, Mitigation of Adverse Impacts. The loss of wetland in the project area is the major adverse impact. We request the Oregon State Highway Division work with fish and wildlife resource agencies in the selection of a site for mitigation. 32

Agency Fish & Wildlife By Norman Schuerr
ENVIRONMENTAL MANAGEMENT SECTION 8/13/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7607-4-810 Return Date: 8-27

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( ) No comment.

- - - - - - - - - -

REMARKS

See comments from the Oregon Department of Fish and Wildlife

Agency Mike G. By Michael G. Gilroy

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

September 24, 1976

Mr. Robert W. Fryer
P. O. Box 25113
Portland, OR 97225

Dear Mr. Fryer:

This will acknowledge receipt of your September 19 letter regarding your thoughts on the draft environmental impact statement for the Allen Blvd. Interchange project.

The closing date of testimony for the transcript for the project was September 20th and since we did not receive your letter until the 23rd it will not be possible to include it in the transcript. However, I am forwarding copies to our environmental section and design section for their use in the preparation of the final environmental statement and the final design for the project.

I appreciate your interest in this interchange plan.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

ELH/cr
bc-Gary Potter w/attachment
Hal Versteeg "

P.O. Box 25113
Portland, Ore
97225
Sept. 19, 1976

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division

Attached are some comments on the Draft Environmental Impact Statement for the Allen Boulevard Interchange in Beaverton, Oregon.

Thank you.
Robert D Frye

5575 S.W. Franklin Ave
Beaverton, Ore. 97005
646-4226
% P.O. Box 25113
Portland, Ore. 97225

cc:
City of Beaverton
Valley Times

ROBERT W. FRYER

9-19-76

COMMENT ON DRAFT ENVIRONMENTAL IMPACT STATEMENT, ALLEN BOULEVARD INTERCHANGE, BEAVERTON OREGON:

EXISTING ENVIRONMENTAL SETTING, NATURAL ENVIRONMENT, DRAINAGE (P.23):

33 "SECTIONS OF THIS STATEMENT ARE INCOMPLETE OR ERRONEOUS. SEE THE FOLLOWING:

¶2, 2ND SENT.: WATERS FROM BEAVERTON AND FANNO CREEKS SOMETIMES FLOW FROM ONE STREAM TO THE OTHER, ACROSS ALLEN BLVD. AT THE EAST SIDE OF THE HWY 217 INTERSECTION."

34 ¶3: "THE STATEMENT ABOVE INDICTES THAT THIS PARAGRAPH MAY NOT BE ENTIRELY CORRECT."

¶4 "THIS PARAGRAPH IS MISLEADING. THE CORPS OF ENGINEERS INFORMATATION MAY BE LIMITED; HOWEVER, SUBSTANTIAL INFORMATION SHOULD BE AVAILABLE THRU THE BEAVERTON POLICE, FIRE, AND PUBLIC WORKS DEPARTMENTS, THE WASHINGTON COUNTY

35 ROAD DEPT, AND SHERIFF'S OFFICE, AND THE SYLVAN MAINTAINENCE SECTION OF THE STATE HIGHWAY DIVISION. IN SENTENCE TWO OF THIS PARAGRAPH, THE OCCURENCE OF 'FLASH FLOODS' RESULTING FROM LOCALIZED HEAVY RAINS ON THE WEST HILLS IS IGNORED. THESE FLOODS RESULT FROM DOWNPOURS LASTING FROM A FEW MINUTES TO SEVERAL HOURS;

ROBERT W. FRYER

9-19-76

WHEREAS FLOODS ON THE TUALATIN RIVER GENERALLY OCCUR AFTER REGION WIDE RAINS WHICH AVERAGE ONE INCH OR MORE ON THREE CONSECUTIVE DAYS. THIS MAY BE CHECKED BY INVESTIGATING THE CLIMATALOGICAL DATA AS RECORDED BY THE U.S. DEPT. OF COMMERCE'S WEATHER REPORTING STATIONS."

"THE REST OF THE SECTION ON DRAINAGE IS PRIMARILY CORRECT. HOWEVER, THE POSSIBILITY OF INADEQUATE ~~ORT~~ STORM SEWERS UNDER ALLEN BLVD., EAST OF HWY 217 IS NOT MENTIONED. THE INCREASING FREQUENCY AND SEVERITY OF THE FLOODS ON BEAVERTON AND FANNO CREEKS IS NOT DISCUSSED. (THIS WRITER HAS BEEN OBSERVING FLOODS ON FANNO CREEK FOR THIRTY YEARS.) THE POSSIBILITY OF WORSENING THE FLOOD SITUATION ON S.W. DORI CT. AND ROLLINGWOOD DRIVE IS NOT CONSIDERED."

36

EXISTING ENVIRONMENTAL SETTING, CULTURAL ENVIRONMENT, SOCIOECONOMIC CHARACTERISTICS (P.12) AND TRANSPORTATION (P.15).

"THESE TWO SECTIONS ARE ONLY PARTIALLY CORRECT. IT SHOULD BE EMPHASIZED THAT

ROBERT W. FRYER

9-19-74

THE BEAVERTON-TIGARD EXPRESSWAY (HWY 217) AND THE NEARBY RAILROAD TRACKS EFFECTIVELY DIVIDE THE CITY OF BEAVERTON AND SURROUNDING AREA INTO SEPARATE EAST AND WEST SECTIONS. DOWNTOWN BEAVERTON AND TEKTRONIX, INC. (THE AREA'S LARGEST EMPLOYER) ARE WEST OF HWY 217, WHILE THE ALLEN BLVD. INDUSTRIAL PARK AND ROYAL WOODLANDS (A MAJOR BEAVERTON RESIDENTIAL AREA) LAY EAST OF THE HIGHWAY. THE HEAVY LOCAL TRAFFIC ON BOTH ARTERIALS AND COLLECTOR STREETS BETWEEN THE TWO SECTIONS IS SEVERLY IMPEDED BY THE TRAFFIC SIGNALS ASSOCIATED WITH ~~AT~~ THE NORTH-SOUTH EXPRESSWAY. THE CONGESTION AT THESE INTERSECTIONS CONTRIBUTE A SIGNIFICANT PORTION THE TOTAL OF AREA TRAFFIC ACCIDENTS.

BECAUSE OF THE RAPIDLY RISING POPULATION OF THE AREA, THIS WRITER BELIEVES THAT CLOVER LEAF LOOPS SHOULD BE PROVIDED FOR ALL OF THESE INTERSECTIONS."

37 EMERGENCY SERVICES (P.12) "THE FACTS OF PARAGRAPH TWO OF THIS SECTION ARE SO DISTORTED SO AS TO CAST DOUBT ON THE ENTIRE STATEMENT."

RESER'S *Fine Foods, Inc.*

FOOD MANUFACTURERS AND DISTRIBUTORS

P.O. Box 8 – Beaverton, Oregon 97005 – Phone (503) 643-6431

September 9, 1976

Oregon State Highway Commission

Gentlemen:

We would like to bring to your attention several points regarding the proposed "Allen Boulevard Interchange".

First, however, I would like to clarify the record on our proposed expansion on Jenkins Road. We are not now and have not at any time in the past expected to move our entire operation to Jenkins Road in a single move. Instead, we hope to develop a facility at that location over a period probably extending through 1985. Nothing would please us more than to be able to move into an all-new building large enough to accommodate our entire operation, but the hard fact of the matter is our balance sheet will not support the 2.5-3 million dollar loan that would be required to build such a facility.

Returning to the problems at the Allen Blvd. facility; we do not feel that sufficient consideration has been given to the dangerous aspects of having the vehicles from Reser's use the currently proposed access facility.

Obviously there is presently a great deal of traffic on Allen Blvd. and, according to estimates made by your own people, the traffic will increase when Allen Blvd. is improved.

Superimpose on this, if you will, a sixty foot long 76,000 pound loaded tractor and trailer making a turn, starting from a standstill, on a hill crossing 3 or 4 lanes of traffic some of which will be approaching over the crest of a hill, possibly with the sun in the drivers eyes. We strongly feel that another alternative should be considered.

We would recommend that our access begin at the intersection of King and Allen. This additional distance from the overpass structure would get us down closer to grade and would, combined with the traffic from the access road South of Allen connecting at King, warrant a light at King and Allen.

38

Continued...

Yes sir. Reser!

Another major point to be considered is the problem of dust and general cleanliness during construction. This problem would be greatly compounded by having the detour located only a few feet from our building. We do not have any way of anticipating the dollars we might have to spend to comply with USDA and State of Oregon regulations regarding the situation. But, it should be realized that the regulatory agencies that govern food processing (USDA inspectors spend approximately 80 (ten) hours per day at this facility to insure compliance with all appropriate regulations) are not at all patient when seeing to it that corrections are made. We can easily imagine a situation wherein we may have to, without any forwarning, suspend production until any problems could be rectified. You may have difficulty invisioning the problems lost production could cause to a business operating at almost 100% capacity marketing over a broad geographical base with tremendous competition ready to fill any gap on the grocers shelf caused by an absence of our products. 39

Our final area of major concern involves the land use limitation that would be an outgrowth of the proposed access road. Under the new program we would have to give up a considerable amount of the parking in our Southeast corner to truck traffic. Not only would this leave us short on parking but we would then have to abandon any plans for adding on to the North end of our current warehouse either in favor of parking there or because we would not have a building permit granted due to a shortage of parking. 40

We would appreciate any consideration you can give to the above problems.

Sincerely,

RESER'S FINE FOODS, INC.

Alvin L. Reser
President

ALR/es

GRANDMA COOKIE CO.
6220 S.W. 112th AVENUE, BEAVERTON, OREGON 97005
P. O. Box 609
(503) 643-4711

September 17, 1976

Mr. Ed Hardt
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

Representatives from our company were able to discuss the Allen Blvd. Interchange at Highway 217 with state highway engineering personnel last week. We were not able to be at the public hearing however.

Our company has some grave concern about the proposed plans. Most of this concern is directed toward ability of large tractor trailer trucks to make the turns necessary for access to and egress from Allen Blvd. The proposed 55-foot radius turns at the intersection of S. W. King and Allen, although theoretically sufficient, would, from a practical standpoint, require trucks to use the oncoming traffic lanes in making their turns. On a street as busy as Allen Blvd., this can become quite a problem. If the section of Allen Blvd. between King and Highway 217 were four lane rather than two it might help this situation considerably. We also expect that our current amount of large truck trips per day will double in less than five years, compounding the problem. The amount of traffic currently requiring access to the motor vehicle office on S. W. 112th, which now causes considerable congestion in the area, will be an even greater problem under this proposed interchange plan.

41

I would strongly urge that these problems be worked out prior to finalizing this proposed interchange.

Sincerely yours,

William R. Wittenberg

William R. Wittenberg
President

WRW:mjd
cc: City of Beaverton

11495 S.W. Allen Blvd.
Beaverton, OR 97005
September 9, 1976

Re: Allen Blvd. Interchange at Highway 217

Oregon State Highway Division
Salem, Oregon

Gentlemen:

Our residence is located at the south end of the proposed project--at Allen and Alice Lane. We have lived here since 1961.

We wish to register our protest to the project because:

1. At the present time it is extremely dangerous for us to get in and out of our driveway. There have been several near accidents as we try to make a left turn into our driveway with cars passing on our right; and cars passing on the right of those cars stopped to make a left turn onto Alice Land. At every meeting we have attended we have been told that traffic will increase with the interchange. We then will be unable to get into or out of our driveway at all.

42

2. We will not be able to park in our driveway--and there is no street parking.

3. The noise level, already past DEQ standards is certain to increase.

4. No one is interested in purchasing our residence and so far there have been no investors interested in aquiring it for commercial or multiple dwelling as is potential zoned. Our next-door neighbors have had their residence listed since spring but the prospective buyers lose interest as soon as they learn of the traffic problems.

We therefore feel that this project would be an additional hardship on us to enable those people who wish to use it as a highway to get to their homes located further in the country.

Respectfully Submitted

Charles E Moffit Jr.

Mrs Ruth E. Moffit

Hearing held
September 9

Action Alley INC.

September 9, 1976

Oregon State Highway Division

Reference - Allen/217 Interchange

Our firm desires to go on record as strongly favoring the immediate construction of the Allen/217 Interchange. This firm's management office and distribution center is in the immediate area. Both the Denney Road and Allen crossings of Route 217 are rapidly increasing in congestion, causing severe safety hazards and traffic delays.

The diamond interchange, as proposed by the State Highway Dept., is acceptable to our firm. We endorse every possible effort to hasten it's completion.

Sincerely,

Marshall D. McCollum Jr.

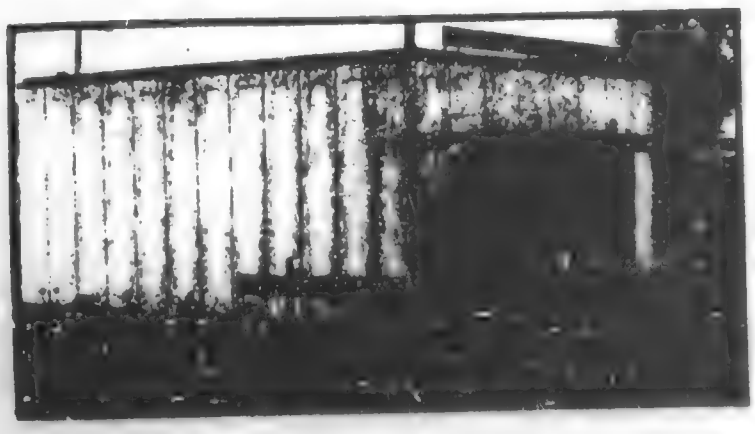
Marshall D. McCollum Jr.
President

MDM/Pj

• distribution center
• 6775 s.w. 111th • beaverton, ore. 97005

sue marshall stores portland: washington square, jantzen beach, mall 205 • beaverton: valley plaza • salem: lancaster mall • medford: medford shopping center • vancouver: tower mall

action alley stores portland: washington square, jantzen beach, mall 205, gateway • beaverton: valley plaza • gresham: gresham mall • vancouver: tower mall • salem: north salem, south salem • eugene: valley river center • medford: medford shopping center



BEAVERTON AREA

CHAMBER OF COMMERCE

12955 S.W. Farmington Road
Beaverton, Oregon 97005
Phone 644-0123

September 9, 1976

State Highway Department
State Highway Bldg.
Salem, Oregon 97310

Gentlemen:

This letter is a reaffirmation of the many stands taken by the Beaverton Area Chamber of Commerce in favor of an early start on an overpass planned for Allen Blvd. at Hwy. 217 and the railroad crossing.

Our Chamber of Commerce has strongly advocated and asked for this very necessary improvement since the inception of the expressway; and we have sought improvement of Allen Blvd. since 1963. We believe contracts should be let at the earliest possible time so construction can begin.

Sincerely,

Sharon Langeberg
President

SL:lb

APPENDIX A

CRAG INTERIM TRANSPORTATION PLAN
PROPOSED HIGHWAY AND STREET IMPROVEMENTS

WASHINGTON COUNTY

Project No.	Project	Section	Length Miles	No. of Lanes Exist.	Proposed	Type of Improve.
29	SW 72nd Intchge.	Beaverton-Tigard Hwy.				Intchge.
30	SW 72nd Ave.	Beaverton-Tigard Hwy. to SW Upper Boones Ferry Rd.	1.6	2	2	Turn Lane
31	SW Durham Rd.	Pac. Hwy. 99W to SW 79th Ave.	1.9	2	4	Widen w/ L.T. Lane
		SW 79th Ave. to SW 72nd Ave.	0.4		4	New Fac.
32	Hall Blvd. Ext. (SW 85th Ave.)	SW Durham Rd. to Tualatin Rd.	1.2		2	New Fac.
33	SW Sherwood Rd. to SW Tualatin Rd. Conn	SW 115th Ave. to Nasoma Rd.	1.2		2	New Fac.
34	Tualatin Rd.	Boones Ferry Rd. to Cipole Rd.	0.6		2	Imp. Align.
35	SW 65th Ave-Nyberg Rd.	SW Boones Ferry Rd. to I-5	0.5		4	New Fac.
36	Boones Ferry Rd.-Brown Rd. Conn.	SW Day Rd. to SW Morgan Rd.	0.6		2	New Fac.
37	N. Forest Grove Bypass	T.V. Hwy. to Nehalem Hwy.	1.4		2	New Fac.
38	S. Forest Grove Bypass	T.V. Hwy. (Anderson Rd.) to T.V. Hwy. (Mt. View Lane)	2.6		2	New Fac.
39	SW Cornell Rd.	NW Walker Rd. to NW 216th Ave.	0.8		2	New Fac.

APPENDIX A - contd.

CRAG INTERIM TRANSPORTATION PLAN
PROPOSED HIGHWAY AND STREET IMPROVEMENTS

WASHINGTON COUNTY

Project No.	Project	Section	Length Miles	No. of Lanes Exist.	No. of Lanes Proposed	Type of Improve.
40	SW 185th Ave.	W. Union Rd. to SE Farmington Rd.	5.8	2	4	Widen w/ L.T. Lane
41	NW Kaiser Rd.	Southerly Realignment to Intersection of NW 143rd Ave. and West Union Rd.	0.4		2	Imp. Align.
42	NW Thompson Rd.	W Union Rd. to NW Salzman Rd.	0.8	2	2	Imp. Align.
43	NW Cornell Rd.	NW 158th Ave. to NW 107th Ave.	2.8	2	4	Widen w/ L.T. Lane
44	NW Salzman Rd.	NW Thompson Rd. to NW Barnes Rd.	1.9	2	2	Imp. Align.
45	NW 158th Ave.	Sunset Hwy. to SW Baseline Rd.	1.2	2	4	Widen w/ L.T.Lane
46	NW Murray Blvd.	NW Cornell Rd. to SW Johnson St.	2.3	2	4	Widen w/ L.T.Lane
47	NW 112th Ave. Ext.	NW 112th Ave. to SW Cedar Hills Blvd.	0.3		2	New Fac.
48	SW Barnes Rd.	Sunset Hwy. to Multnomah County Line	2.0	2	4	Widen w/ L.T.Lane
49	SW Jenkins Rd.-Baseline Rd.	SW 185th Ave. to SW Cedar Hills Blvd.	3.2	2	2	Rd. Imp.
50	SW 198th Ave.	SW Johnson St. to SW Kinnaman Rd.	0.8	2	4	Widen w/ L.T.Lane
51	SW 160th Ave.	SW Baseline Rd. to SW Allen Ave. Ext.	2.7		4	New Fac.
52	SW Allen Blvd. Ext.	SW 145th Ave. to SW 170th Ave.	1.4		2	New Fac.
		SW 145th Ave. to Beaverton-Tigard Hwy.	1.9	2	4	Widening

APPENDIX A - contd.

CRAG INTERIM TRANSPORTATION PLAN
PROPOSED HIGHWAY AND STREET IMPROVEMENTS

WASHINGTON COUNTY

Project No.	Project	Section	Length Miles	No. of Lanes Exist.	Proposed	Type of Improve.
53	SW Allen Blvd. Intchge.	At Beaverton-Tigard Hwy.				Intchge.
54	SW Denny Rd. Intchge.	At Beaverton-Tigard Hwy.				Intchge.
55	SW 170th-173rd Conn.	SW Hart Rd. to SW Rigert Rd.	0.4		2	Imp. Align.
	SW 173rd-185th Conn.	SW Rigert Rd. to SW Baney Rd.	0.6		2	New Fac.
56	SW Hall Blvd.-SW 173rd Ave. Conn.	SW Hall Blvd. to SW 173rd Ave.	2.9		2	New Fac.
57	SW Sorrento-SW Hall Blvd. Conn.	SW Brockman to SW Hall Blvd.	0.6		2	New Fac.
58	SW Hall Blvd.	Beaverton-Tigard Hwy. (Hall Blvd. Intchge.) to end of 4-lane sect.	0.5	4	4	Rd. Imp.
		End of 4-lane sect. to Pac. Hwy. 99W	1.9	2	2	Rd. Imp.
59	SW Greenburg Rd.	SW Hall Blvd. to Beaverton-Tigard Hwy.	0.7	2	4	Widen w/ L.T. Lane
60	SW Hains Rd. Ext.	SW 72nd Ave. to SW SW Pfaffle St.	0.3		2	New Fac.
61	SW 145th Ave.-SW Gaarde St. Conn.	Old Scholls Ferry Rd. to SW 121st Ave.	2.0		2	New Fac.

APPENDIX B

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 mph.

Level of Service "C" - Considered stable flow with operating speeds between 50 mph and 55 mph. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 mph. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is slow and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 mph and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 mph to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur)
Average travel speed above 30 mph.

Level of Service "B" - Stable flow (slight delays)
Average travel speed 25-30 mph.

Level of Service "C" - Stable flow (acceptable delays)
Average travel speed 20-25 mph.

Level of Service "D" - Approaching unstable flow (delays tolerable)
Average travel speed 15-20 mph.

Level of Service "E" - Unstable flow (congestion, short periods of stoppages)
Average travel speed approximately 15 mph.

Level of Service "F" - Forced flow (jammed; stop-and-go)
Average travel speed less than 15 mph.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

LEVELS OF SERVICE
Relating to Typical Signalized Intersections

Level Of Service	Load Factor[1]	Traffic Flow Description
A	0.0	FREE FLOW - No loaded cycles, no waiting longer than one red indication, turning movements made quite easily, major concern is chance of arriving on red indication.
B	≤ 0.1	STABLE FLOW - Occasional approach phase fully utilized, some restriction within platoons of vehicles.
C	≤ 0.3	STABLE FLOW - Stable operation continues, loading intermittent but more frequent, occasional wait through more than one red indication, backups may develop behind turning vehicles.
D	≤ 0.7	APPROACHING UNSTABLE FLOW - Increasing restriction approaching instability, delays may be substantial during short peaks within the peak period, but enough cycles with lower demand to permit periodic clearance of developing queues.[2]
E	≤ 1.0	UNSTABLE FLOW, CAPACITY - Represents most vehicles that any particular intersection approach can accommodate, may be long queues and delays up to several signal cycles, a load factor range of .85 to 1.0 is more realistic.
F	N.A.[3]	FORCED FLOW - Represents jammed conditions, backups from locations downstream or on cross street, volumes carried are not predictable, no load factor can be established because full utilization of approach is prevented by outside conditions.

1/ Load Factor - A ratio of the total number of green signal intervals that are fully utilized during the peak hour to the total number of green intervals for that approach during the same period.

2/ Queue - A buildup or waiting line of traffic at a signal or other restrictive channel.

3/ N.A. - Not applicable

APPENDIX C

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Land-Use Category	Design Noise Level - L_{10}	Description of Land-Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: U.S. Dept. of Transportation, Federal Highway Administration PPM 90-2, Noise Standards and Procedures, (Transmittal 229, Feb. 8, 1973).

APPENDIX D

DEFINITIONS OF SOILS TESTS

1. AASHTO CLASSIFICATION.--The American Association of State Highway Offficials classification rates soils on a scale of A-1 through A-7, with the lowest number indicating soils best suited for subgrades. Additional numbers are added to the basic classification for more definitive description.

   The A-4(8) classification designates the soil as being fair to poor for subgrade or embankment material.

2. Liquid Limit.--This test determines the moisture content at which a soil passing the No. 40 sieve changes from a plastic to a liquid state. The test is an index of cohesion in which the scale of 1 to 100 progressively indicates that the higher the clay content to the soil, the lower is its load-carrying capacity.

   The test determined that the soil passed from a plastic to a liquid state when its moisture content reached 29 percent.

3. Plastic Limit.--This test determines the moisture content at which the soil changes from a semi-solid to a plastic state. The plastic limit is governed by the clay content. The load carrying capacity of the soil increases very rapidly as the moisture content is decreased below the plastic limit, and decreases very rapidly as the moisture content is increased above the plastic limit.

   The test determined that the soil would be in a semi-solid state when its moisture content was below 24 percent, and in a plastic state when it was above.

4. Plastic Index.--This figure is the numerical difference between the Liquid Limit and the Plastic Limit, and represents the range in moisture content at which a soil is in a plastic state. A small plastic index, such as 5, shows that a small change in moisture content will change a soil from a semi-solid to a liquid state. Such a soil is very sensitive to moisture unless the silt and clay content combined is less than 20 percent. A large plastic index, such as 20, shows that considerable water can be added before the soil becomes liquid.

   The soil is plastic between a moisture range of 24 to 29 percent and, because of its high silt and clay content (82.9%), is very sensitive to moisture.

5. Percent Passing No. 200 Sieve.--The significance of this test is that it separates the fines (silt and clay) from the granular (sand and gravel) materials on a percentage basis.

The high percentage of fine material, 82.9 percent, indicates that the soil is poor for subgrade and embankment construction.

6. Hydrometer Analysis.--This test is performed on the No. 10 minus material to determine the percentage of sand, silt, clay, and colloids in the soil sample.

   The relatively high percentages of silt, 61.5 percent, and clay, 21.4 percent, indicate a soil poor for construction purposes because, with a decrease in particle size, the moisture content becomes more critical; drainage problems increase; and, due to lack of internal friction, the supporting strength becomes less.

APPENDIX E

Species of Wildlife of the Allen Boulevard Study Area and their Habitat Preference

Common Name	Scientific Name	Habitat
Muskrat	Ondatra zibethica	1
Mink	Mustela vison	1, 2
Short-tailed Weasel	M. ermina	1, 2, 3
Long-tailed Weasel	M. frenata	1, 2
Raccoon	Procyon lotor	1, 2, 3
Striped Skunk	Mephitis mephitis	1, 2, 3, 4
Spotted Skunk	Spilogale putorius	1, 2
Cal. Ground Squirrel	Citellus beecheyi	2, 3
Eastern Gray Squirrel	Sciurus carolinensis	3
Brush Rabbit	Sylvilagus bachmani	2
Nutria	Myocastor coypu	1, 2
Opossum	Didelphis marsupialis	1, 2, 3, 4
Valley Quail	Lophortyx californicus	1, 2, 3
Ring-necked Pheasant	Phasianus colchicus	1, 2
Mourning Dove	Zenaida Macroura	1, 2, 3
Red-tailed Hawk	Buteo jamaicensis	1, 2, 3, 4
Marsh Hawk	Circus cyaneus	1, 2
American Kestrel	Falco sparverius	1, 2, 3, 4
Turkey Vulture	Cathartes aura	1, 2
Mallard	Anas platyrhynchos	1
Pintail	A. acuta	1

APPENDIX E - contd.

Common Name	Scientific Name	Habitat
Coot	Fulica americana	1
Great Blue Heron	Ardea herodias	1
Hairy Woodpecker	Dendrocopos villosus	3
Downy Woodpecker	D. pubescens	3
Flicker	Colaptes auratus	2, 3
Western Bluebird	Sialia mexicana	1, 2, 3
Tree Swallow	Iridoprocne bicolor	3
Violet-Green Swallow	Tachycineta thalassina	1, 2, 3
Purple Martin	Progne subis	1, 2, 3, 4
House Wren	Troglodytes aedon	2, 3, 4
Horned Lark	Eremophila alpestris	2
Rubber Boa	Charina bottae	1, 2, 3
Racer	Coluber constrictor	1, 2
Gopher Snake	Pituophis catenifer	2
Garter Snake	Thamnophis elegans	1, 2, 3, 4
Western Skink	Eumeces skiltonianus	1, 2
Oregon Red-legged Frog	Rana aurora	1
Bullfrog	Rana catesbeiana	1
Northwestern Toad	Bufo boreas	1, 2, 3, 4
English Sparrow	Passer domesticus	2, 3, 4
House Mouse	Mus musculus	3, 4

Habitats

1. Wetlands
2. Uncultivated Grassland
3. Landscaped Areas
4. Paved Areas

APPENDIX F

ACQUISITION AND RELOCATION ASSISTANCE

Owners of property and households displaced by either build alternative are eligible for displacement and/or relocation assistance.*

1. Property Acquisition.--Each property will be acquired only after the public hearing process and the final environmental impact statement has been written and approved as described in the beginning of this report.

The Appraisal Procedure.--The value of each parcel to be acquired for right-of-way is determined by appraisals. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider several indicators of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right-of-Way officials and then approved for acquisition.

The Right-of-Way Agent who calls on the property owner has been authorized to recommend a price and obtain an option to purchase the

*In this appendix, displacement for businesses, farm units, or nonprofit organizations is not discussed since none is displaced.

property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

Market Value of Property.--Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell.

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property value to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division.

Moving Improvements.--The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

Payment.--The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records. A delay of several weeks may occur between the time an option agreement has been accepted by the Transportation Commission and the receipt of payment for the property.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher.

No person lawfully occupying real property shall be required to move from his home, farm, or business without at least 90 days' written notice. This notice will not be issued prior to the State's purchase of the property; however, in no event will an owner-occupant be required to surrender possession prior to receiving payment. In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be made, and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

Possession.--At the time negotiations are commenced with a property owner, all tenants on the property, as well as the owner, will be notified in writing that it is the intent of the Highway Division to acquire the property and given the requirements for eligibility for relocation benefits.

The Division is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

Eminent Domain.--The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Highway Division, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The State will reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

In the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, a condemnation suit may be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

II. Relocation Assistance

Individual and Family Moving Expenses.--Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the state of negotiations for the property are eligible to receive this payment. In some cases, where it is to the benefit of the displaced persons, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill, and the

State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved. Below is a summary of moving expenses paid:

Residential Moving Schedule

Unfurnished
(Relocatee owns furniture)

$ 60 (1 rm)	$140 (3 rm)	$220 (5 rm)
$100 (2 rm)	$180 (4 rm)	$260 (6 rm)

Seven or more rooms - $300

Furnished
(Relocatee does not own furniture)

$15 per room up to a maximum of $300

Mobile Home Moving Schedule
(Based upon total floor area)

Amount of Payment	Square Foot Area
$100	Up to 200 sq.ft.
$200	201 sq.ft.-600 sq.ft.
$300	More than 600 sq.ft.

Storage of Personal Property.--Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

Replacement Housing.--A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, payment will be made to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Upon request by the displacee a preliminary determination of any of the above benefits will be calculated and presented to the displacee.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation.

Further information on displacement and relocation assistance can be obtained at the following Highway Division office in the Portland area:

9200 McLoughlin Blvd.
Portland, OR 97202
Phone: 653-3113

APPENDIX G

Additional Assumptions and Methodology for the User Benefits and Costs Analysis

Benefits are the reduction (expressed in monetary terms) of time, mileage, maintenance and operating costs from one of the build alternatives. All values are put into one time period (often called the present value) by means of the discount rate. For example, if the discount rate is 8-1/2 percent, $1.00 in a year's time is worth $0.9217 today. One dollar in two years time is worth $0.8495 today; this is calculated from the term:

$$(1 \frac{\$1.00}{+ 0.085})^2$$

For the ith year, the following term would be used:

$$(1 \frac{\$1.00}{+ 0.085})^i$$

To obtain all the benefits of a project during a time period, the present value of each year would be added by the following equation:

(1) $$\frac{b_i}{(1+r)^i} = \frac{b_1}{1+r} + \ldots + \frac{b_j}{(1+r)^j} + \ldots + \frac{b_n}{(1+r)^n}$$

where bi is the benefit in the ith year

i is the year
n is the total number of years
and r is the discount rate

In the same way, costs are calculated by the following equation

(2) $$\frac{C_i}{(1+r)^i}$$

where C_i is the costs of the project in the ith year and all the other figures are the same as in equation (1).

To calculate time, mileage, maintenance and operating costs, the following assumptions were used:

(1) The discount rate is six percent.

(2) Economic life of each alternative is 30 years.

(3) All costs are based on current values and they will all change at the same rate.

(4) Average daily traffic (ADT), average running speeds and maintenance costs vary uniformly between the first and the thirtieth year.

(5) The composition, as to the type of vehicle, of the present ADT will remain constant and change of the ADT will be linear for the thirty years.

The following cost values were used:

Vehicle Type	Time Cost $/Hr.	Mileage Cost $/Mile
Passenger & Other Light Vehicles	$3	$0.085
Light Trucks	5	0.15
Heavy Trucks	6	0.20

APPENDIX H

LETTER FROM THE STATE HISTORIC PRESERVATION OFFICE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

August 17, 1977

Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

RE: Allen Blvd. Interchange
Beaverton - Tigard Highway
Washington County

Dear Mr. Dykman:

This letter is in response to the cultural resources survey carried out to assess impact of the above mentioned project on historic and archeological sites. After a careful review of your proposal, our office can offer the following information.

We feel that no historical resources of National Register listing or potential are located in the project area. The reconnaissance survey conducted by the Museum of Natural History revealed no archeological sites in this area. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with as far as cultural resources are concerned.

Thank you for the opportunity to comment.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

cjh

.1979 Wallowa Lk. Hwy. at Grande 9027
.Ronde Shopping Center (La Grande)
.Sec. (Traffic sig. installation)

CRA 6798, 1-18-79

STATE COPY

#9027 4-10-81

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Union	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-10-81	David B. Carter, Area Engineer		HES-7(5)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-11-80	9-22-80	$\frac{183}{220}$ = 83 %	220 calendar days
APPROVED EXTENSIONS	**LOCATION**		
None	Wallowa Lake Hwy. at Grande Ronde Shopping Center in the City of LaGrande, Union County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WALLOWA LAKE HIGHWAY @ GRANDE RONDE SHOPPING CENTER (LA GRANDE)
WALLOWA LAKE HIGHWAY
UNION COUNTY
Signals

This project provided for a traffic signal on the Wallowa Lake Highway at the Grande Ronde Shopping Center. The signal was installed to help alleviate an existing accident problem.

The contract was awarded on October 22, 1979 to Sims' Electric, Inc., of 721 SE. Oak Street, Roseburg, Oregon 97470, in the amount of $39,805.00. Contract time began on November 2, 1979 with work beginning on May 14, 1980.

A final inspection of the completed work was made on June 18, 1980.

All participating work has been completed.

The final cost of the original contract items was $39,473.00. This is an 0.8 percent underrun of the contract bid amount of $39,805.00. The final cost of the project, including engineering and all changes was $46,490.13.

It is recommended the project be accepted.

Orig to 4-[illegible]

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO
Keller
FOR
Jack | James | A/C | D/C | Stark | Acct | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed by D. B. Carter Area Engr. David B. Carter	SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE: Area Engineer	DATE: 4-17-81	TITLE: Field Operations Engineer	DATE: 4-17-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

90207

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8-80

files

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 6, 1980

D. B. Fahrmond

F- C. T. Keasey
Asst. State Highway Engineer

9027

September 26, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CCM 5
#9027

Gentlemen:

On September 25, 1980, we wrote to you concerning release of final payment on Contract No. 9027 awarded to Sims Electric, Inc. for traffic signal installation on the Wallowa Lake Highway at the Grande Ronde Shopping Center in La Grande, Union County.

Final payment on this contract is $2,001.13 and the total contract amount is $40,013. No work was performed under Force Account.

Sincerely,

Robert W. Gorman
CONSTRUCTION SERVICES

kkr

cc: Sims Electric, Inc.
721 S.E. Oak
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

9027

10

NOTED
E. S. HUNTER

CONSTRUCTION NARRATIVE REPORT

Project: Wallowa Lake Highway @ Grande Ronde Shopping Center
Highway: Wallowa Lake Highway
County: Union

Contract No: 9027
Prefix: 31-1003
F.A. No: HES-7(5)

The project was awarded October 22, 1979 to Sims Electric, Inc. The contract consisted of the installation of traffic signals at a new access to the Grande Ronde Shopping Center on the Wallowa Lake Highway. The new access location required the construction of drainage, curbs, sidewalks, A C pavement, and the closure of two existing accesses. All the grading work was to be completed by the developer of the shopping center. At the time the contract was awarded, no work had been completed by the developer.

Suspension of Calendar Day Count: A suspension of the calendar day count was in affect 4/2/80 through 5/12/80 due to a delay in the access revision work by the shopping center developers. The suspension order became effective when the controller had successfully passed all required testing and the signal poles had been shipped. The order remained in affect until the access revision work had been completed sufficiently to permit the signals to be properly and completely installed.

Utility Conflict: Pole foundations #1 and #4 are sitting partially on top of the buried 8 duct telephone system - see "As Constructed" plans. The problem was discussed with the General Telephone Co. and they advised us that there would be no problems, etc.

Power Supply: More attention needs to be paid to the power source for traffic signals. The service line on this project must cross the Joseph Branch railroad and apparently 31' of clearance is requested by the railroad. This is difficult to attain with a 28' signal pole. Had the power source been shown on the plans and more thoroughly investigated, our signal pole could have been extended to provide for the required clearance over the railroad. As it is we had to set a wood pole near our signal pole to gain the necessary height on the service drop. We still don't have the clearance requested - approximately 26' instead of 31'.

Lack of Control: From the conception of this project we've argued that "all" the work should be completed on one contract. The manner in which it has been handled is poor. No one seems to have effective control over the entire project. We are each doing our own thing with little coordination. One set of plans and one contract should have been negotiated with the costs for the access revision being borne by the shopping center developer.

Numerous verbal or casual agreements between the parties concerned have yielded almost nothing. We currently have a completed signal installation shutdown, while the mall developer, Albertson's and the City of La Grande argue over the loss of a few parking places, etc. While this is going on the hazardous conditions that prompted the signal installation in the first place, continue to exist.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan COPY
Terpin
Trout
Wakerlig

RECEIVED
JUL 0 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Temporary Protection And Direction of Traffic: The temporary protection and direction of traffic measures provided on the plans and in the contract special provisions were adequate for the work involved. An estimated 90% of the work was completed from off the highway with little effect on traffic.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#9027 7-1-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ES-7(5)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90017

COUNTY NAME: Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7/13/79	5/28/80	Primary 7	Primary 10

GENERAL LOCATION:

Wallowa Lake Highway at Grande Ronde Shopping Center (La Grande) Section

GENERAL DESCRIPTION OF WORK:

Install power pole

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXXX~~
~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/28/80, as requested in Mr. Keasey's letter of 6/12/80 as being in the public interest for the use of Utility Forces to proceed with the above work. State Force Order No. 2 representing this work is approved for TEC NTE $500.00 Federal funds $450.00

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7/1/80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970—421-666

#9027 6-18-80

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (Coulter)
Carter, A

INITIAL REPORT
& FINAL INSPECTION REPORT

nig

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

RECEIVED STATE HWY ENGR
JUL - 9 80

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-18-80	David B. Carter, Area Engineer	HES-7(5)

IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

REFER TO
Keasey
FOR

Info	Lowes	R/D	D/R	Sig	Act	File

LOCATION
Near the east city limits of the city of LaGrande, Union County, Oregon.

CONTRACTOR NAME AND ADDRESS
Sims Electric, Inc., 721 SE. Oak Street, Roseburg, Oregon 97470

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
10-22-79	$39,805.00	220 cal days	11-2-79	5-14-80

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Sat	Sat	183/220 = 83%	100%

REMARKS

WALLOWA LAKE HIGHWAY @ GRANDE RONDE SHOPPING CENTER
Wallowa Lake Highway
Traffic Signal Installation

This project provided for the installation of a traffic signal at this location. Part of the overall plan, but not included in the project, are modifications to the shopping center traffic circulation pattern. The modifications include closing of two existing accesses and the construction of a new single access.

The contract work is complete. However, the work to be done by the shopping center is still in progress; in fact, this work has been stopped pending resolution of certain traffic circulation issues with the City of LaGrande. The signals will remain turned off until the shopping center work is complete.

It is recommended the contract work be accepted; however, acceptance of the project should be delayed until such time as the shopping center can complete its portion of the project and the signal can become functional.

Cooperative projects are difficult to coordinate, and wherever possible, responsibility for the physical construction of the project should be assigned to a single cooperator to ensure timely completion of the project.

9027

Report # 5 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wallowa Lake Highway @ Grande Shopping Center (La Grande) Sec.		WEEK ENDING: June 13, 1980
		SECTION PREFIX: 31-1003
HIGHWAY: Wallowa Lake		COUNTY: Union
NAME OF JOB: Wallowa Lake Hwy @ Grande Shopping. Ctr.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric Inc.	CONTRACT NUMBER: 9027	FEDERAL AID PROJECT NUMBER: HES-7(5)
DATE OF CONTRACT: October 22, 1980	DATE WORK STARTED: May 14, 1980	ESTIMATED COMPLETION DATE: June 11, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 183
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 83
PROJECT AUTHORIZATION: $48,038.48		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $43,842.98	ENGINEERING AUTHORIZATION $4,195.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $41,222.50	ENGINEERING COST TO DATE $2,658.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	This Week: $500 PERCENT OF AUTHORIZATION 63 %	DATE PROJECT WAS COMPLETED: June 11, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cldy - rain	1		
MONDAY 9	Cldy	1		
TUESDAY 10	Ptly Cldy - Shwr	1		
WEDNESDAY 11	Ptly Cldy - Shwr	1		Completion Day
THURSDAY 12		0		
FRIDAY 13		0		
SATURDAY 7		1		

RECEIVED
JUN 16 1980
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8	NO activity
MONDAY 9	General clean-up and placing grout pads.
TUESDAY 10	Signal controller placed by Salem, system tested. General clean-up.
WEDNESDAY 11	Signal shut-down pending resolution of mail controversy. Completion day.
THURSDAY 12	No activity.
FRIDAY 13	No activity.
SATURDAY 1	No activity.

REMARKS

Status: Signal installation complete.

Problem with interior circulation pattern in mall has apparently not been resolved. Signal shut down after testing, pending the malls completing thier work.

Semi-final records will be submitted June 30, 1980. Project will now be handled by Region Traffic Engineer and Glenn Clark.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

6P-F210

19027 STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 11-46	FEDERAL-AID PROJECT AGREEMENT 11-7-79	County Union
		Project No. HES-7(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82, Approx. 0.12 mi. N. of NCL La Grande

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-13-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,721.00	$ 42,048.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: B. L. Green

Date executed by Division Administrator NOV 7 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal-Aid Project
No. HES-7(5)

WALLOWA LAKE HWY. AT GRAND RONDE
SHOPPING CENTER (LA GRANDE) SECTION
WALLOWA LAKE HIGHWAY
UNION COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signal (Sta. 27+90)

Temporary Protection and Direction of Traffic	All Required		$ 700.00
Temporary Signs	111 sq.ft.	5.00	555.00
Flagman	40 hour	28.00	1,120.00
Traffic Signal Installation, Complete	All Required		37,430.00
			$39,805.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Subtotal		$40,805.00
Engineering		4,766.00
Engineering (Sig. Cont. Testing)		1,150.00
Total		$46,721.00

Length of Project - - - 0.00 Mi.

Federal Funds (90%)	$42,048
Other Funds	4,673
Total Cost	$46,721

Group 1 - 100%
Contract No. 9027
Prefix: 31-1941
Prefix: 31-1003

STATE OF OREGON

INTEROFFICE MEMO

Traffic Section — DEPT.

378-6537 — TELEPHONE

TO: MEMO TO FILE

DATE: October 12, 1979

FROM: Glen Clark
Investigations & Research Engineer

SUBJECT: Traffic Signal Project
Grande Ronde Shopping Center
Wallowa Highway
La Grande

10/17 ajMadsen Head

	Info	FOR	REFER TO	OCT 16 '79	RECEIVED STATE HWY ENGR
	Inves				
	R/D				
	D/R				
	Sign				
	Act				
	File				

The subject project was on the September 20, 1979, Bid Opening Schedule. Sims Electric was the successful bidder. Award of the contract was contingent upon receipt of a $5,000.00 deposit from Standard Insurance Company (also $200.00 deposit by the city) as per an earlier agreement.

A week ago Mr. Paul Eisenburg telephoned the writer and advised they were having difficulty "selling" their revised Interior Circulation Plan to Albertson's, one of their major clients in the Grande Ronde Shopping Center. He assured me that they would be tough and if Albertson's didn't approve soon they would terminate their lease.

Earlier this week Mr. Rick Brooke, Standard Insurance, called and advised that the problem had not been resolved and that on advise of their council, were not going to cancel the lease and further, that they had placed a stop payment on the $5,000.00 check supposed to be in our hands that day. He assured me Standard Insurance wished the project advanced. Mr. Brooke asked if I would talk to two vice-presidents of Albertson's in Boise, Idaho. The problem was to convince them that we (State Highway) had insisted on the signal location and Standard Insurance had held out as long as possible (put up a good fight) to retain the signal at the easterly access. I agreed to talk to them if they telephoned, I did not receive a call.

The $5,000.00 check was run through the bank and it was not cashed due to the stop payment.

Mr. Sollis was contacted to determine our next move. He called Mr. Brooke of Standard Insurance who repeated the same story. Mr. Sollis then requested the names of the Albertson's representatives.
The following day (10-11-79) Mr. Sollis and the writer telephoned first Mr. Wendle Hornecker (not available) and then Mr. Lee Landon (phone 208-344-9441) Mr. Landon stated that they had no objections to the traffic signal location but did not wish to loose 12 parking stalls as per Standard Insurance's current Interior Circulation Plan. He said he had expected a call from Mr. Brooke last Monday (10-8-79) resolving their difficulties.

October 12, 1979

Mr. Brooke was contacted 10-11-79 and we were told that a new plan was in the making that lowered the lost stalls to 5 and he would be in contact with Albertson's.

He further volenteered that it would be possible to completely solve their differences by proposing a plan without loss of stalls. I asked Mr. Brooke to reinstate the $5,000.00 check. He promised to get ~~it~~ back to us as soon as the problem was resolved.

Mr. Sollis advised that there was a deadline of 30 days following the September 20, 1979, bid opening for contract award.

Mr. Schwartz, Region Engineer, La Grande was advised by telephone of the above proceedings.

Accounting was asked to hold the $5,000.00 check awaiting resolution of the Albertson's problem.

GC:du
cc: H.S.Coulter ✓
W. E. Schwartz
Jack Sollis
V. E. Skoog

9027

September 21, 1979

City of LaGrande
City Hall
LaGrande, Oregon 97850

Attn: F. C. Hathaus
City Recorder

Gentlemen:

On September 20, 1979, a satisfactory bid was received from Sime Electric Inc., 721 S.W. Oak Avenue, Roseburg, Oregon 97470 for traffic signals on the Wallowa Lake Highway at Gentle Breeze Shopping Center. The advance deposit based on the estimated construction cost of their bid is as follows:

Bid Items	$39,885.00
Permanent Pavement Striping	$ 1,250.00
Signal Controller Testing (Engineering)	1,150.00
4 1/2% Contingencies	1,857.98
10% Engineering	4,193.60
Preliminary Engineering	4,193.60
ESTIMATED TOTAL COST	$52,130.48

Standard Insurance
Company's Advance Deposit:
20% of $34,130.48 = $5,413.68 or say $ 5,000.00

Company shall, following the opening of bids, deposit with Owner a sum of money equal to 10 percent of the estimated total cost of that portion of construction which is eligible for federal aid participation, and 100 percent of the estimated total cost of that portion of construction which is not eligible for federal aid participation.

CITY OBLIGATIONS

City shall contribute 20 percent of the required matching funds which are exclusive of Company's agreed maximum participation.

City's Advance Deposit:
20% of $413.85 = $206.97 or say $200.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 12, 1979.

Please make your check for $100.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operations Programming Engineer

FWR:ejf

bcc w/AB # 662A: Roger Lang, Region 5 Federal Aid Specialist
Vera Zhang - Please return completed AB # 662A when check is received.

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	BR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
BRIDGE AND SWAP CENT-LARRIVEE CONT NO		FA PROJ NOS HH5000(00)4 100					STATE
031 1941		296	00 N 9	4,316.85CR	4,316.85CR	4,316.85CR	
031 1941		298	00 N 9	4,316.85	4,316.85	4,316.85	
031 1941		901	00 P 1			2,509.90	
031 1941		905	00 P 1	25.54	79.22	153.68	
031 1941		911	00 P 1	937.51	1,046.19	2,513.60	
031 1941		914	00 P 1			467.00	
031 1941		920	00 P 1		35.96	35.96	
031 1941		921	00 P 1	227.88	227.88	227.88	
031 1941		922	00 P 1	20.97	20.97	22.27	
		TOT	P1	1,271.90	1,405.22	6,000.79	
		** JOB TOTALS **		1,271.90 **	1,405.22 **	6,000.79 **	
NCL ENTERPRISE-NCL JOSEPH	CONT NO	X FA PROJ NOS RS 200204		86 RF 071002 14		00	STATE
032 1996		296	00 N 9			8,378.27CR	
032 1996		298	00 N 9			8,378.27	
032 1996		901	00 P 1			9,870.81	
032 1996		901	00 P 2			1,476.63	
032 1996		910	00 P 1			44.15	
032 1996		910	00 P 2			7.18	
032 1996		920	00 P 1			46.20	
032 1996		920	00 P 2			7.36	
		TOT	P1			9,160.15	
		TOT	P2			1,491.17	
		** JOB TOTALS **		**	**	10,661.32 **	
PRAIRIE CRK BRIDGE #225	CONT NO	FA PROJ NOS RS 200201 100					STATE
032 1996		296	00 N 9	1,091.63CR	1,610.34CR	14,879.19CR	
032 1996		298	00 N 9	1,091.63	1,610.34	14,879.19	
032 1996		901	00 P 1			5,972.07	
032 1996		901	00 N 1			6.44	
032 1996		905	00 P 1	63.68	879.28	2,847.26	
032 1996		905	00 P 2		22.92	1,932.41	
032 1996		907	00 P 1			1,742.52	
032 1996		908	00 P 1			657.74	
032 1996		909	00 P 1	561.89	890.37	811.37	
032 1996		910	00 P 1			190.16	
032 1996		918	00 P 1			4,269.38	
032 1996		922	00 P 1	2.92	2.92	22.10	
032 1996		923	00 P 1			903.49	
		TOT	P1	625.49	1,806.49	19,432.50	
		TOT	N1			6.44	
		** JOB TOTALS **		625.49 **	1,806.49 **	19,438.94 **	
BRDG XING S WELLOGA LK HWY	CONT NO	FA PROJ NOS FG 007033 100					STATE
032 1997		914	00 P 1			147.68	

9027

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - 9-20-79

Project: Wallowa Lake Hwy @ Grande Ronde Shopping Center
Highway: Wallowa Lake No. 10 Scheduled for Letting: Sept. 20, 1979
County : Union Type of Project : HHS
Prefix : 31-1941 Completion Time : 220 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for _____	All Specified Lump Sum		$ 2,500.00
2.	Temporary Signs for ____ _____	_____ sq. ft.	$_____	$_____
3.	Flagmen for _____ _____	_____ hr.	$_____	$_____
4.	Traffic Signal Installation, Complete for _____ _____	All Specified Lump Sum		$39,018
		Estimated Contract Cost		$41,518.00

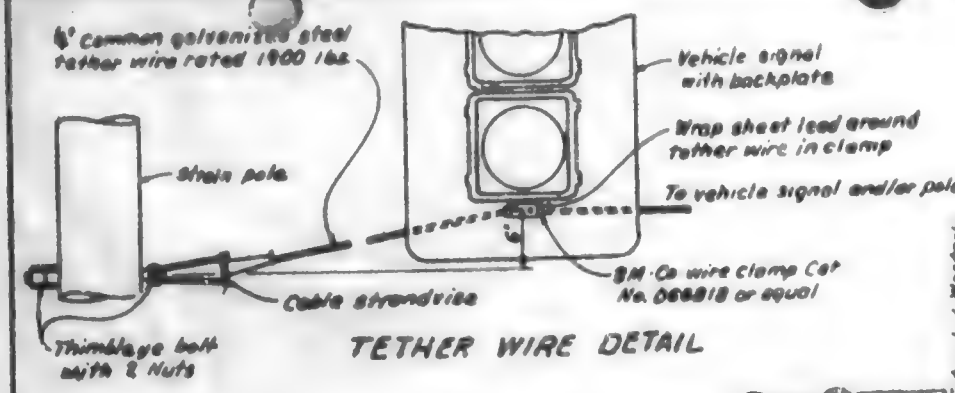
ANTICIPATED ADDITIONAL ITEMS

Striping	$ 1000.00	
Signing	$	
Controller Testing	$ 1,150.00	
		$ 2,150.00
	Engineering and Contingencies	$ 6,332
	ESTIMATED PROJECT COST	$ 50,000.00

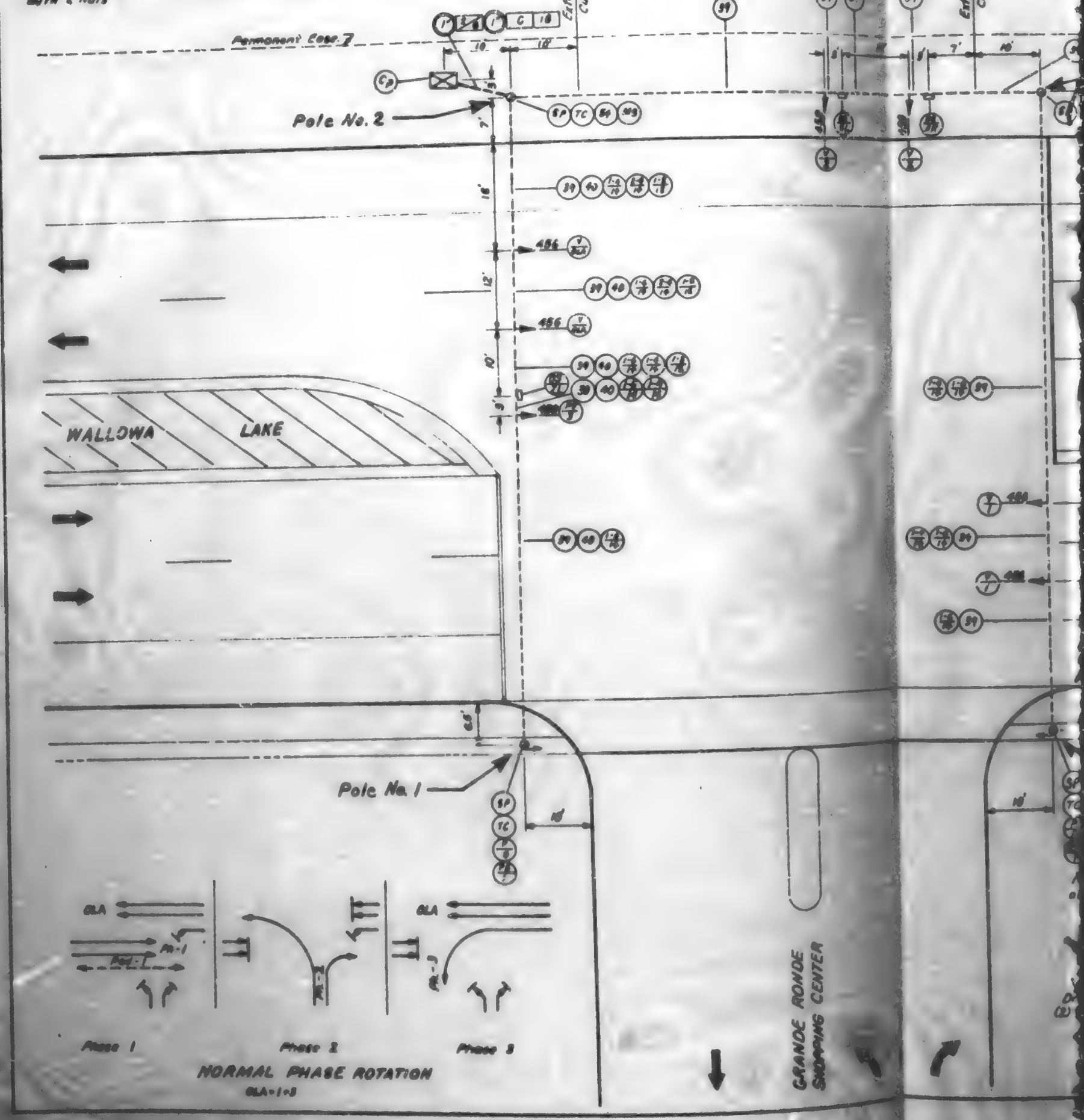
COMMENTS:

NOTED
DWAYNE HOFSTETTER

POLE FOUNDATION DATA		
POLE NO.	FOUNDATION DEPTH	VERTICAL REINFORCEMENT
1	6' - 6"	8 No. 6 bars, grade 40 or 60
2	7' - 6"	8 No. 6 bars, grade 40 or 60
3	6' - 6"	8 No. 6 bars, grade 40 or 60
4	5' - 6"	8 No. 6 bars, grade 40 or 60

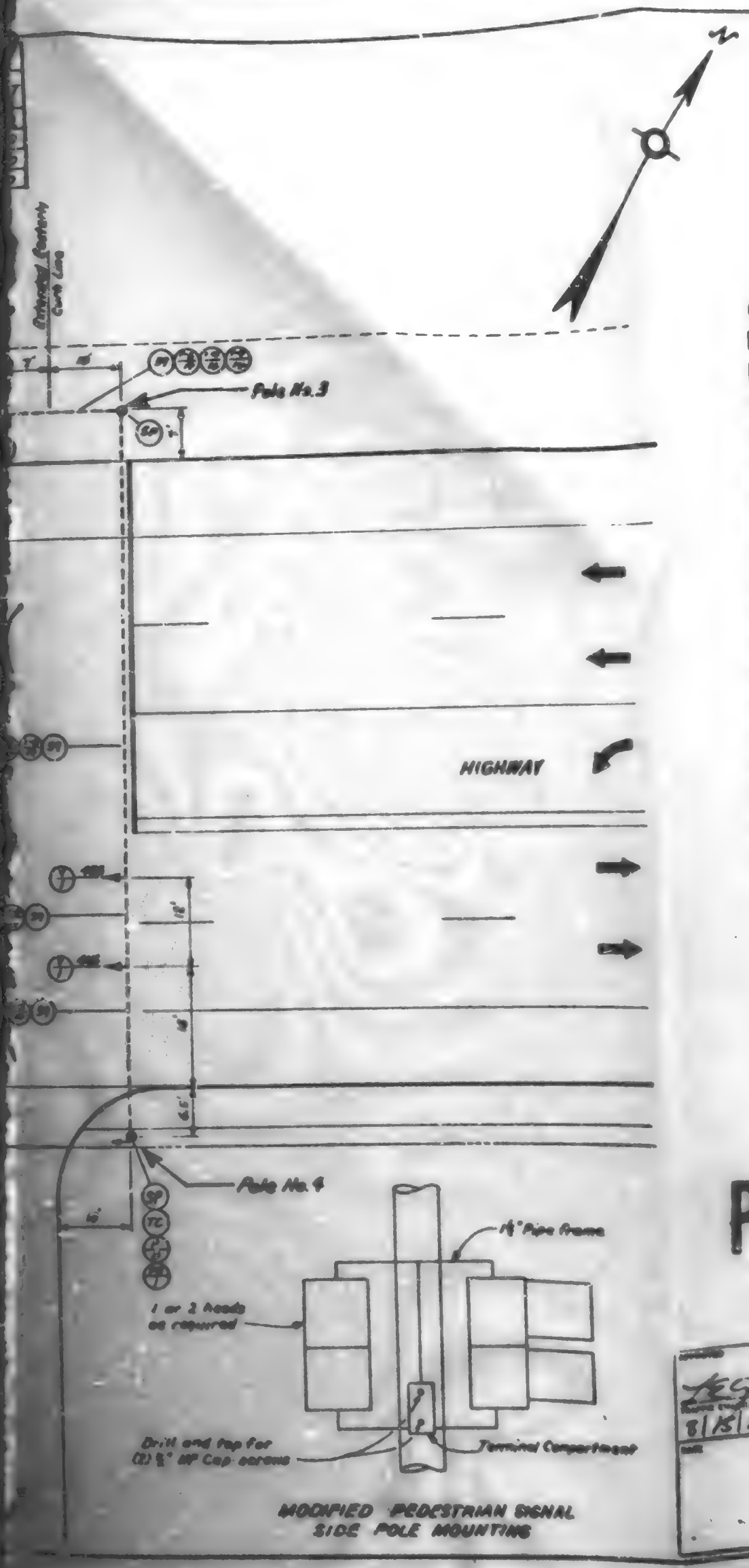

⅜" common galvanized steel tether wire rated 1900 lbs.
Strain pole
Vehicle signal with backplate
Wrap sheet lead around tether wire in clamp
To vehicle signal and/or pole
3M-Co wire clamp Cat No. 065818 or equal
Cable strandvise
Thimble eye bolt with 2 Nuts

TETHER WIRE DETAIL



SIGNAL PLAN
WALLOWA LAKE HWY. AT GRANDE RONDE SHOPS. CTR.

SCALE 0 10 20 40 FEET



MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING

LEGEND

- (S) Install (S) inch electrical conduit
- [N] Install (N) No. 14 Type THWN wires
- [N/6] Install (N) No. (6) Type TW wires
- [C] Install one No. 10 Type THWN wire (signal system common)
- (X-N/6) Install (X)-(N) wire No. (6) control cables
- (3M) Install 3/8" galvanized messenger cable
- (4O) Install 1/4" stranded galvanized steel tether wire
- (54) Install service cabinet with 40-amp SPST breaker
- (SP) Install metal strain pole
- (TC) Install terminal cabinet
- (4½S) Install 120-volt meter base
- (T-T) Install type (T) modified pedestrian signal
- (PA-PA) Install phase (ph) pedestrian pushbutton with instruction sign
- (S-PA) Install interior-illuminated "LEFT TURN SIGNAL" sign
- (S-PA) Install interior-illuminated left arrow "ONLY" sign
- (S-PA) Install interior-illuminated right arrow "ONLY" sign
- (T-PA) Install phase (ph) vehicle signal
- (T-PA) Install phase (ph) programmed vehicle signal
- (5-P) Install 5-phase fully-actuated controller in type "P" cabinet

S = Size shown
N = Number shown
C = Wire size shown
X = Number of cables shown

T = Type shown
PA = Phase shown
456 = 12"R, 12"Y, 12"G
456 = 12"R, 12"Y, 12" G.T.A
463 = 12"R, 12"Y, 12" G.T.A

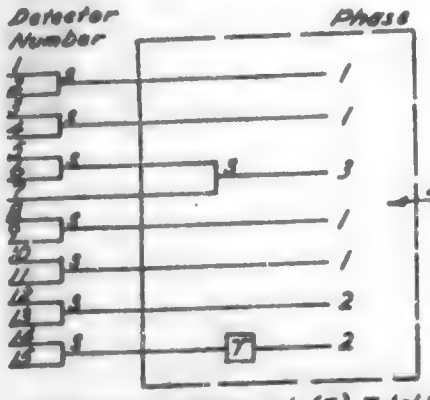
PRELIMINARY COPY
SUBJECT TO CHANGE

AUG 10 1970
OREGON STATE HIGHWAY DIVISION
TRAFFIC SECTION

8/15/79

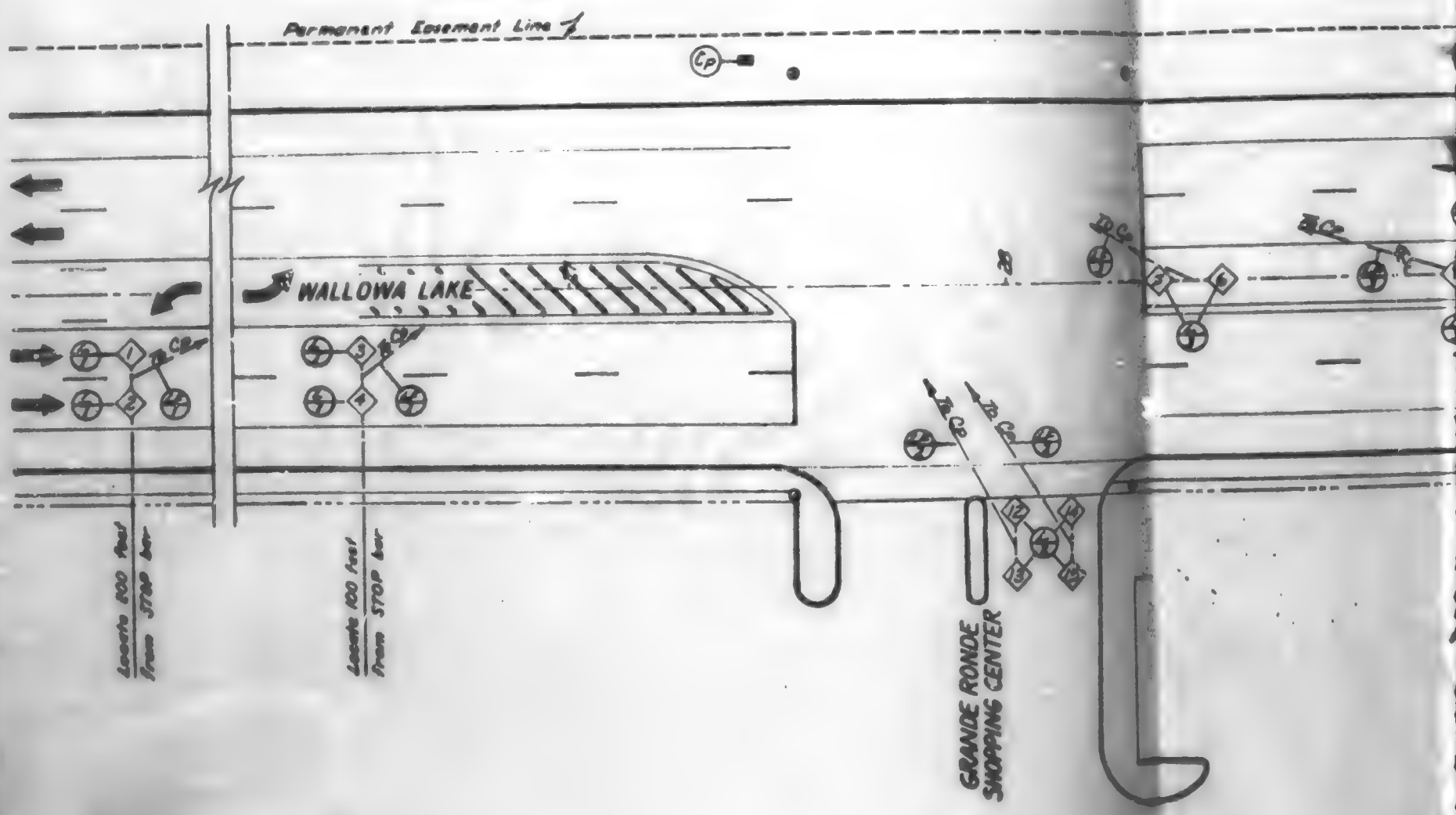
TRAFFIC SIGNAL INSTALLATION
WALLOWA LAKE HIGHWAY AT
GRANDE RONDE SHOPPING CENTER (LA GRANDE) ET.
WALLOWA LAKE HIGHWAY
UNION COUNTY

4674



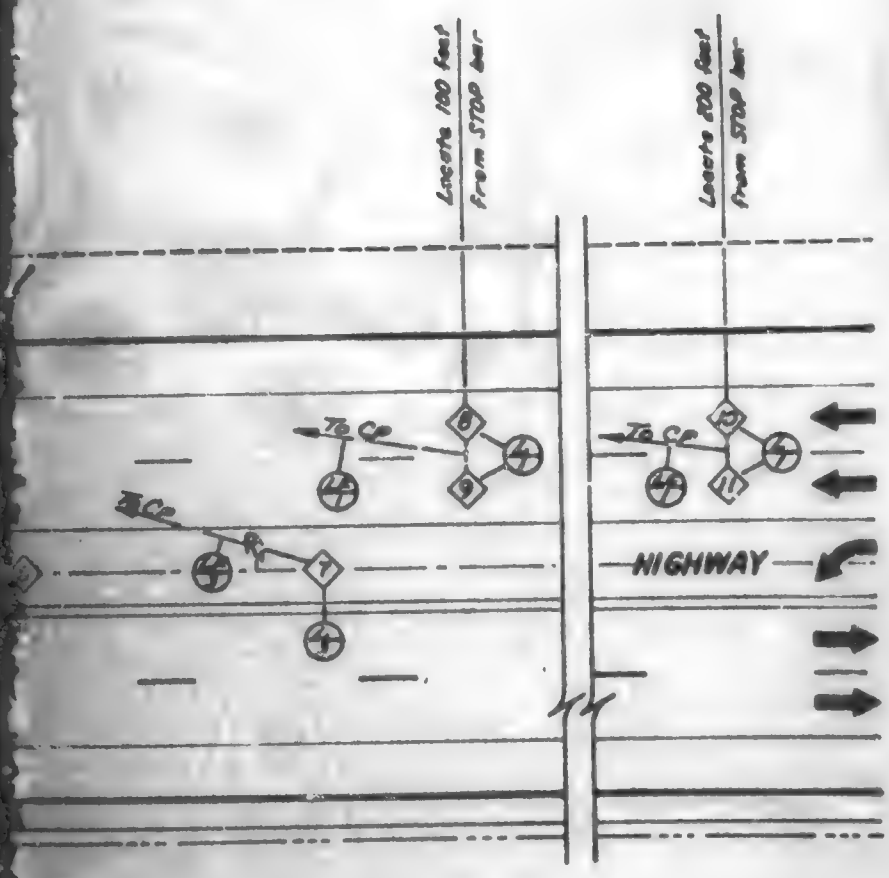
Amplifier Required (7) Total; S=Series; T = Delay Timer
See TES Drwg. No. 1471 for loop wiring details.
Center all loops in travel lanes.

LOOP DETECTOR WIRING DIAGRAM



DETECTOR PLAN

SCALE: 0 20 40 60 FEET



LEGEND

- Install phase (Ph) vehicle loop detector
- Install phase (Ph) loop feeder cable
- Controller in Type "P" cabinet
- Ph = Phase shown

PRELIMINARY COPY

SUBJECT TO CHANGE

AUG 16 1979

Approved: [illegible] Traffic Engineer 8/15/79	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION TRAFFIC SIGNAL INSTALLATION WALLOWA LAKE HIGHWAY AT GRANDE RONDE SHOPPING CENTER (LAGRANDE) SEC. WALLOWA LAKE HIGHWAY UNION COUNTY	
DATE	Date August 1979	TE Dwg. No. 4675

O.W.R.&N. Co. (U.R.R.R. Lease)

Permanent Easement Line

45 MPH

18" Sewer

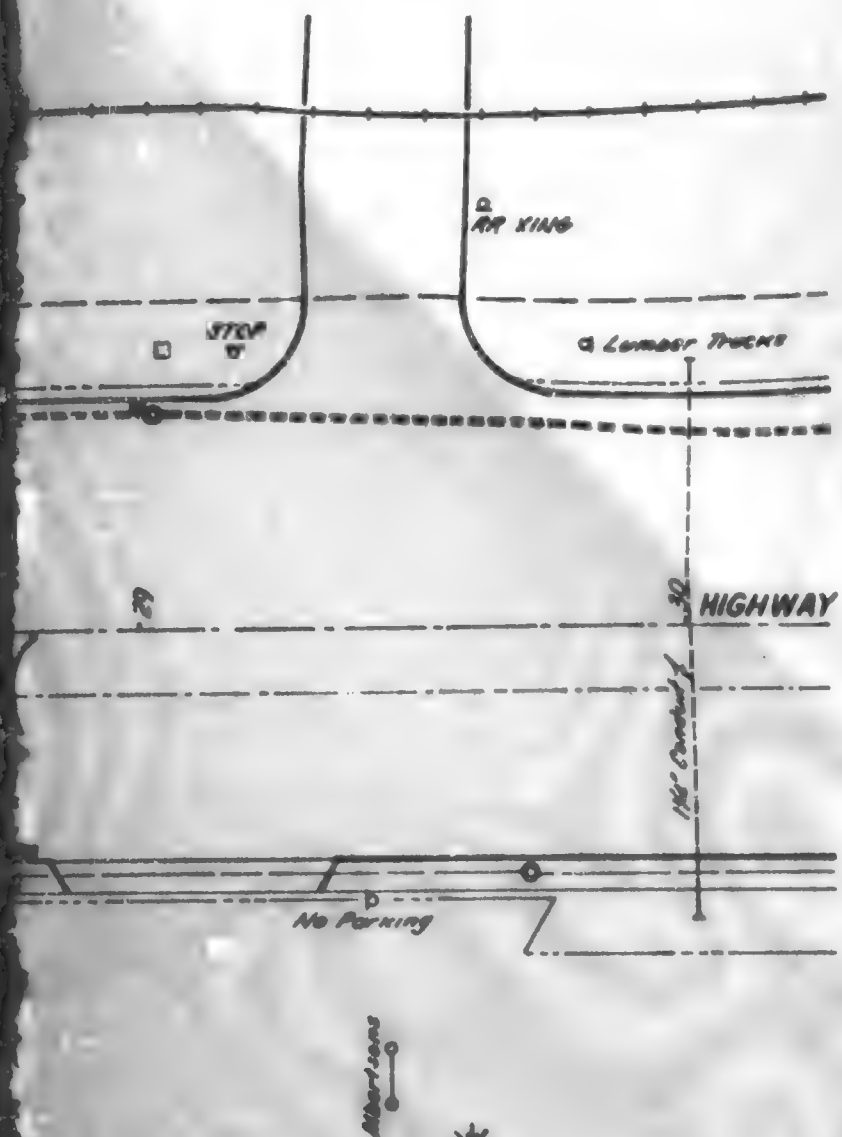
WALLOWA LAKE

4" N.P. Natural Gas

Buried Telephone (8 duct system)

Western Bank

Grande Ronde Point



EXISTING UTILITIES

SCALE 0 20 40 80 FEET

PRELIMINARY COPY

SUBJECT TO CHANGE

AUG 19 1970

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
WALLOWA LAKE HIGHWAY AT
GRANDE RONDE SHOPPING CENTER (GRANDE) &c.
WALLOWA LAKE HIGHWAY
UNION COUNTY

TRAFFIC ENGINEER 8/15/70
DATE AUGUST 1970
T.E. DWG. NO. 4676

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-27-79

FEDERAL AID PROJECT NO.
HES-7(5)

STATE PROJECT NO.
See below

COUNTY NAME
Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
90017

FROM:
G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 28 '79
REFER TO
Mechum
FOR

9.28
9RIG

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	8-29-79	Primary 7	Primary 10

GENERAL LOCATION:
Wallowa Lake Highway at Grande Ronde Shopping Center (LaGrande)

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (S.F.) $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

As requested in Mr. Swan's letter of 8-27-79 I approved the revised PS&E for a TEC of $48,620 - Federal funds $43,758.

A signed copy of the revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-29-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9027

Date 8-21-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Wallowa Lake Hwy @ Grande Ronde Shopping Center File No.

Received (call) (~~visit~~) from Drake -

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Talked to Drake - He had had Hofstetter Call Schwartz and they in Turn had Standard Inc. on the Line - all were assuming that Standard would build their own Access. No plans have been approved by either City or Ins. Co. But the word is to go with the Project.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: MEMO TO FILE

DATE: August 20, 1979

FROM: Glen Clark
Investigations and Research Engineer

SUBJECT: Grande Ronde Shopping Center Access Signalization
Wallowa Lake Highway
La Grande

RECEIVED
STATE HWY ENGR
AUG 23 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

As promised city officials by Mr. H. S. Coulter, State Highway Engineer, the following is a report of studies completed associated with the above signal:

Three studies were made. First, a detailed analysis of vehicle volume anticipated at the approach to ORE82 from Albany Street, when all presently planned housing units and the McDonald's facility are completed. (This was a signal warrant investigation.) Second, a delay and back-up study was made at the new proposed shopping center access signal location. Third, a progression study was made to determine any long-range effects that the signals at Portland Street, Albany Street or the shopping center access would have on the ORE82 corridor from Main Street to I80N.

Mr. W. E. Schwartz, Region V Engineer, and I attended the regular City Council meeting at 7:30 p.m., August 15, 1979. The Council was advised of the results of the three studies. Progression would be possible at any of the above-mentioned locations (Portland, Albany or the shopping center access). Back up would rarely block Portland Street or the Chevron Bulk plant access if (at the shopping center access). Albany Street met the lowest warrant when all traffic (existing and proposed) were combined.

Therefore, the Council was advised that:

1. We (the State) were proceeding to call for bids on the shopping center access signal September 20, 1979.

2. If the City wished to signalize Albany Street, they could do so with City Funds, as it met the warrant. But, the location was being added to our signal priority list of unfunded projects.

3. The ORE82 and Monroe Street (east end of the railroad underpass) signal was now No. 16 on our priority list and that we anticipated placing it on the Six-Year Program. We further thought that in two years our share of the funds would be available. The League of Oregon Cities (LOC) Agreement for cities over 10,000 in population required 50% of the cost to be borne by the local agency.

Without hesitation, the City Council decided to proceed with the planned safety-funded traffic signal installation at the shopping center access. A letter will be sent to the State so stating. A preliminary set of plans was left with the City.

We should proceed with the processing of this project for contract.

GLC:jrb

cc: H. S. Coulter ✔
W. E. Schwartz

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

RECEIVED
STATE HWY ENGR
AUG 3'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: H. S. Coulter
State Highway Engineer

DATE: August 2, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Progression Analysis
Wallowa Lake Highway
La Grande
(In Connection with the Grande Ronde Shopping Center Proposal)

cc Schwartz
Mooring

This office has completed a study promised La Grande City Councilman Mike Caldwall pertaining to the long-range implications of signalizing the Grande Ronde Shopping Center access.

The study concept was to assume traffic signals in the future at all major intersections on ORE82 between the Central Business District and northeasterly to both Interstate 80 North ramp terminal intersections. Signals were, therefore, assumed at Monroe Avenue, Portland Street, the shopping center access, Albany Street and both ramp terminal intersections.

The governing intersection turned out to be the westerly Interstate 80 North ramp terminal intersection. The placement of signals at one or all three locations (Portland, Albany or the shopping center access) would not significantly change the progression potential of a signal system (interconnected) on ORE82.

A meeting was promised after the study (outlined above) was completed. This would involve City officials, Region 5 personnel, a representative of this office, the shopping center owners and local interested citizens.

Your guidance is requested pertaining to our presentation to the group. It is suggested that we immediately proceed with the contracting of the shopping center access traffic signal funded by Title II Safety Funds (90 percent) and the match by the shopping center owners (up to a maximum of $5,000) with the City picking up anything over the $5,000 maximum associated with the 10 percent match. An existing signed agreement provides for this.

Also, your consideration is requested concerning the needed traffic signal at Monroe Avenue and ORE82. This signal is number 16 on the Statewide priority list and is now estimated to cost $45,000.

Please advise your decision and a meeting will be set-up to review our analysis with the City.

L. E. George
Traffic Engineer

LEG:ds
cc: W. E. Schwartz

Bud - proceed - assume we will upgrade priority 16 over the old one & keep it there until we get it done

1021

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-7(5)

STATE PROJECT NO. See below

COUNTY NAME Union

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90017

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR
Info | Insp | RD | 2 | 3 | 4 | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Primary 7	Primary 10

GENERAL LOCATION:

Wallowa Lake Highway at Grande Ronde Shopping Center (LaGrande) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) See below

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 6, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $42,750 - Federal Funds $38,475.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoover	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 6, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90017
Project No. HES-7(5)
Wallowa Lake Hwy. @
Grand Ronde Shopping Center
Union County

NOTED
E. S. HUNTER

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds	(90%)	$38,475
State Funds		4,275
Total Cost		$42,750

RECEIVED
TECHNICAL SERVICES
JUL 9'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apt | File

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

Form 734-2182

9027

June 5, 1979

The Honorable Robert Brogoitti
State Representative
366 State Capitol
Salem, OR 97310

Dear Bob:

Prior to developing final contract plans for the Grande Ronde Shopping Center access signalization, we are studying the Albany Street location in greater depth.

As the result of a recent visit from La Grande City Councilman Mike Caldwell, the study will include another look at the Boise Cascade access, existing traffic on Albany Street, anticipated traffic to be generated by the new apartments, the McDonalds' facility, and Cove Avenue.

It is our belief that if the new study does not develop justification for signalization at Albany Street, the City Council will be inclined to drop its opposition to our planned location.

I would like to recommend that when the Albany Street study is completed that you, City officials, Shopping Center personnel, and representatives from my office meet and decide what action should be taken.

I hope this solution is satisfactory.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia
bc F. B. Klaboe
W. E. Schwartz
L. E. George
R. P. Hamilton

ROBERT A. BROGOITTI
UNION, WALLOWA AND UMATILLA COUNTIES
DISTRICT 58

REPLY TO ADDRESS INDICATED:
☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310
☐ 1511 ADAMS STREET
LA GRANDE, OREGON 97850

COMMITTEES
VICE CHAIRMAN:
TRADE AND ECONOMIC DEVELOPMENT
MEMBER:
TRANSPORTATION
AGING

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

May 23, 1979

Mr. Scott Coulter
State Highway Engineer
129 Transportation Building
Salem, Oregon 97310

Dear Scott:

With the construction of the signal light at the Grande Ronde Mall in La Grande going forth, one prcblem has come to mind as to future conditions.

As you know, since the negotiations with the city of La Grande, traffic conditions in that area have changed, particularly since the construction of MacDonald's Hamburgers and the serveral apartments that now use Albany Street as their access. As the matter now stands, the citizens in La Grande do not feel that the location of the signal is at the best location.

This, then, is my question. Would it be possible for the Transportation Department to assure me, by letter, that if the location at the Grande Ronde Mall proves to be unsatisfactory the signal will be moved, without cost to the city of La Grande?

I would appreciate hearing from you on this subject as soon as possible.

Sincerely,

Bob

Robert A. Brogoitti
State Representative

RAB vw

RECEIVED
STATE HWY ENGR
MAY 24 79
REFER TO
LaGrande
FOR

9827

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

June 4, 1979

Mr. Max C. Thompson
City Manager
P. O. Box 670
La Grande, Oregon 97850

Dear Max:

This will acknowledge receipt of your letter of May 25, 1979 regarding the Grande Ronde Plaza signal.

For your information, the State is now in the process of conducting a detailed study of the Albany Street intersection. We have completed 16-hour manual traffic counts of Albany Street, Boise Cascade access, and the Chevron Bulk Plant access. This information, together with the information furnished by the City regarding McDonald's and the apartment complex, will enable our Traffic Engineering Section to make a detailed analysis of the proposed Albany Street signal. When the study is completed, you will be advised of the results.

Sincerely,

W. E. Schwartz
Region 5 Engineer

RECEIVED
STATE HWY ENGR
JUN 5 '79
REFER TO
FOR
Info | Immed | R/W | D/R | Sign | Act | File

WES:vt
cc: H. S. Coulter w/enc.
Glen Clark w/enc.

Form 81-734 3/23

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

May 25, 1979

RE ☐ RCE ☐ RME ROE

RFA MAY 29 1979 ☐ Vista

RECEIVED
REGION 5 OFFICE

Mr. R. E. Schwartz
Region 5 Engineer
Oregon Dept. of Transportation
State Highway Division
Box 850
La Grande, OR 97850

RE: Proposed Traffic Signal, Grande Ronde Plaza, Wallowa Lake Highway

The La Grande City Council at their meeting of May 2 and May 16 discussed the proposed traffic signal at the Grande Ronde Plaza. They still have a strong disagreement about the proposed location of this traffic signal in front of the Plaza frontage of the Highway. Their concern involves the future traffic needs in the vicinity of the Albany Street intersection with the highway including the driveways from the Chevron bulk plant and Boise Cascade Mill, as well as the new McDonald's Restaurant location. The Council feels that the greatest need for a traffic signal is at the Albany Street intersection, and more study should be given to this intersection before a final decision is made about the signal location. A copy of the development plan for the new McDonald's Restaurant was sent to the Highway Division office in Salem by Councilman Caldwell so that information could be reviewed.

The Council is aware that certain warrants for a signal must be met before either Federal or State funds can be expended for the installation. The Council, also, is aware that this highway is a State Highway and this signal would require final approval by the Highway Division.

The City Council does not want to oppose the installation of a traffic signal in the proper location on this section of the Wallowa Lake Highway. After all facts are considered, and the best location for the signal is still determined to be midpoint between the two existing accesses to the Plaza, then the City of La Grande will not stand in the way of this project.

Sincerely,

Max C. Thompson

Max C. Thompson
City Manager

MCT/mc
CC: State Senator Mike Thorne
State Rep. Bob Brogoitti

6/15/79 907

REFER TO

Traffic

By STATE HWY. ENGR.

by Region-5

Please follow up on traffic analysis when McDonalds opens. Thx

(Cir. D. 6,480)

MAY 22 1979

Allen's P. C. B. Est. 1888

NOTED
H. S. COULTER

Mall

Continued from Page 1

Both streets are narrow and traffic is sparse, according to the State Highway Division.

A signals location fronting on the mall is preferred by mall owner Standard Insurance Co., the mall's Merchants' Association and the highway division.

The city council, Boise Cascade Corp. and a Chevron fuel distributorship across Highway 82 from the mall, favor signalizing Albany between Buck's Furniture and the Country Kitchen.

According to a proposal for signalizing Albany Street, offered by the city council, both mall entrance-exits and Portland Street would be converted to one-way mall entrances. That would give the mall three unsignaled entrances for traffic coming from La Grande. Traffic leaving the mall would be funneled to Albany, which would be signalized and allow out-only traffic.

Chevron officials claim placement of signals in front of the mall would result in its fuel tanker trucks being forced to wait for long periods to enter Highway 82. And because trucks could get stalled on the railroad tracks paralleling Highway 82, the potential for a collision between a fuel truck and railroad locomotive would be heightened, oil company officials indicated.

Boise Cascade spokesmen are worried that signals at the mall would slow the 200 trucks that enter and leave a log yard opposite the shopping center every day. Both Boise Cascade and Chevron want the signals at Albany Street.

Mayor Bob Davidson said Monday that signalizing Albany would control trucks entering and leaving Boise Cascade's log yard and the Chevron distributorship. That, he believes, would reduce the chances of a car-truck accident.

Caldwell said Rep. Bob

Mall signal plan to get second look

By DICK COCKLE
Observer Staff Writer

Oregon highway officials have agreed to take another look at a proposal by the La Grande City Council to place traffic signals at Albany Street and Highway 82 rather than in front of the Grande Ronde Mall.

H. Scott Coulter, chief of the State Highway Division, will order additional traffic counts and look into the engineering possibilities of signalizing the Albany Street intersection, according to La Grande Councilman Mike Caldwell.

Highway officials last week announced plans to place the $63,000 multi-phase signal system in front of the mall. It was to be located between two existing entrance-exits to the mall, and those entrance-exits then would be closed.

The city council has opposed that location.

Caldwell said Monday that he visited Coulter at highway division offices in Salem last Friday and was told bids for the signals at a new mall entrance would be opened in August, and a contract awarded in September.

But in the meantime, at Caldwell's request, Coulter agreed to make another examination of the Albany Street proposal. And out of that, the councilman added, could come an 11th-hour decision to place the signals there instead of in front of the mall.

Highway officials will attempt to estimate the amount of traffic a proposed McDonald's Restaurant will generate near the Albany Street-Highway 82 intersection. And traffic from 201 new apartments, under construction or already built in that area, will be considered, Caldwell said.

Construction work on the

Mall

Continued from Page 1

Both streets are narrow and traffic is sparse, according to the State Highway Division.

A signals location fronting on the mall is preferred by mall owner Standard Insurance Co., the mall's Merchants' Association and the highway division.

The city council, Boise Cascade Corp. and a Chevron fuel distributorship across Highway 82 from the mall, favor signalizing Albany between Buck's Furniture and the Country Kitchen.

According to a proposal for signalizing Albany Street, offered by the city council, both mall entrance-exits and Portland Street would be converted to one-way mall entrances. That would give the mall three unsignaled entrances for traffic coming from La Grande. Traffic leaving the mall would be funneled to Albany, which would be signalized and allow out-only traffic.

Chevron officials claim placement of signals in front of the mall would result in its fuel tanker trucks being forced to wait for long periods to enter Highway 82. And because trucks could get stalled on the railroad tracks paralleling Highway 82, the potential for a collision between a fuel truck and railroad locomotive would be heightened, oil company officials indicated.

Boise Cascade spokesmen are worried that signals at the mall would slow the 200 trucks that enter and leave a log yard opposite the shopping center every day. Both Boise Cascade and Chevron want the signals at Albany Street.

Mayor Bob Davidson said Monday that signalizing Albany would control trucks entering and leaving Boise Cascade's log yard and the Chevron distributorship. That, he believes, would reduce the chances of a car-truck accident.

Caldwell said Rep. Bob Brogoitti, R-La Grande, helped set up his appointment with highway officials. "He's done a lot of work on this thing. He got me in the door," the councilman said.

plan to get second look

By DICK COCKLE
Observer Staff Writer

Oregon highway officials have agreed to take another look at a proposal by the La Grande City Council to place traffic signals at Albany Street and Highway 82 rather than in front of the Grande Ronde Mall.

H. Scott Coulter, chief of the State Highway Division, will order additional traffic counts and look into the engineering possibilities of signalizing the Albany Street intersection, according to La Grande Councilman Mike Caldwell.

Highway officials last week announced plans to place the $63,000 multi-phase signal system in front of the mall. It was to be located between two existing entrance-exits to the mall, and those entrance-exits then would be closed.

The city council has opposed that location.

Caldwell said Monday that he visited Coulter at highway division offices in Salem last Friday and was told bids for the signals at a new mall entrance would be opened in August, and a contract awarded in September.

But in the meantime, at Caldwell's request, Coulter agreed to make another examination of the Albany Street proposal. And out of that, the councilman added, could come an 11th-hour decision to place the signals there instead of in front of the mall.

Highway officials will attempt to estimate the amount of traffic a proposed McDonald's Restaurant will generate near the Albany Street-Highway 82 intersection. And traffic from 201 new apartments, under construction or already built in that area, will be considered, Caldwell said.

Construction work on the planned McDonald's Restaurant, adjacent to Buck's Furniture, is already under way.

"There is going to be a lot better analysis of (the Albany Street proposal) than there was before. It's going to be more thorough," Caldwell said of the planned traffic counts. "I think for the first time they're saying, 'Let's look real hard at Albany' ... If nothing else, we got that."

Highway officials earlier had ruled that according to federal regulations neither Albany nor Portland streets warrant signals.

Continued on Page 2

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

Highway - Traffic DEPT. 378-6537 TELEPHONE

DATE: May 11, 1979

RECEIVED
STATE HWY ENGR
MAY 17'79
REFER TO
FOR

TO: FILE

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: Status Report
Grande Ronde Shopping Center
Wallowa Lake Highway
Title II Safety Project

It now appears that we will proceed with the subject traffic signal installation project as originally planned. The location for the signal is midpoint between the two existing accesses which will be closed.

Formal response from the City of La Grande has not arrived at this time, but it is expected to indicate that they have given up trying to locate the signal at Albany Street.

On May 9, 1979, I contacted Standard Insurance Company, shopping center owners and asked the status of the redesign of the interior circulation plan (for the midpoint access) promised some weeks ago. They stated that they had been holding off based on a contact from State Senator Michael Thorne and following the newspapers.

They were advised that we had been in contact with all the individuals and agencies involved and were beginning the signal design at the mid-point location. They stated they would proceed that day with the interior circulation plan to fit the new midpoint location. He said we would be sent a copy after their tenants had approved the revised plan. They stated that might take a month.

Mr. Coulter, State Highway Engineer, telephoned and requested an estimate as to the cost of relocating the proposed signal, if it became necessary, to the Albany Street intersection. Mr. Zirbes prepared an estimate of $21,000 (State Forces) and $30,000 (Contract).

Also, discussed was the access to the Bulk Plant and the likelihood that the proposed traffic signal would back traffic (westbound) to the access.

Attached is a report prepared by Ron Wolfe that shows that the proposed location is the most advantageous location for both eastbound traffic (Portland Street) and the Bulk Plant (westbound traffic). Under the worst conditions, a backup might occur once a day and with the low volume from the Bulk Plant, a conflict would be rare.

GLC:cs
cc: H. S. Coulter
W. E. Schwartz

STATE OF OREGON

INTEROFFICE MEMO

Highway-Traffic DEPT. | 378-6537 TELEPHONE

TO: L. E. George
Traffic Engineer

DATE: May 10, 1979

FROM: R. L. Wolfe
Assistant Project Analysis Engineer

SUBJECT: Grande Ronde Shopping Center Signal
Wallowa Lake Highway No. 10

A proposal has been made to signalize the traffic entering and exiting the subject shopping center. There are two existing accesses, and traffic can enter or exit at either one of these points (see Attached Diagram I). By combining the traffic at those access locations, the proposed access point would meet warrants for a signalized intersection. The proposed access is approximately halfway between the existing accesses as shown on Diagram I. One of the concerns in locating the intersection at this point is the problem of ingress and egress at the existing Bulk Plant access left of approximately Station 29 + 50. Possible blocking of this access as well as other accesses or intersections will be addressed.

Queueing

Calculations were made to determine queue lengths on the east and west approach at the proposed location. The east approach conflicts with Bulk Plant traffic and the west approach conflicts with Portland Street traffic (see Diagram I). Based on the Webster method of queue length calculations as set forth in the Transportation and Traffic Engineering Handbook (TTEH), and the AASHO method of storage length calculations the following queues were found:

East Approach - Thru movement

Average Queue length	=	50 ft. (2 cars/lane)
Maximum Probable Queue	=	150 ft. (6 cars/lane)
AASHO storage length	=	100 ft. (Desirable)
AASHO storage length	=	75 ft. (Minimum)

West Approach - Thru movement

AASHO storage length	=	200 ft. (Desirable)
AASHO storage length	=	150 ft. (Minimum)

All calculations are based on a three phase signal with pedestrian actuation to cross the Wallowa Lake Highway. This would be a worst case condition as very few pedestrians would be utilizing these crosswalks (fifteen per day at Portland Street crossings). Without any pedestrian actuations, the effective green time to the east approach could increase by approximately 40 to 50 percent.

Summary

The proposed access location provides adequate storage for east and west approaches according to AASHO methods. The maximum probable queue is the length which will not be exceeded in more than one percent of the cycles. Considering the fact that the worst case conditions were used, the probability of blocking the Bulk Plant access would be low. Traffic wanting to turn left into the Bulk Plant might have to stop in the inside lane (eastbound) to wait for random arrivals that are westbound. This would not be an ideal situation but could also be considered as a rare occurrence due to the low demand for this move.

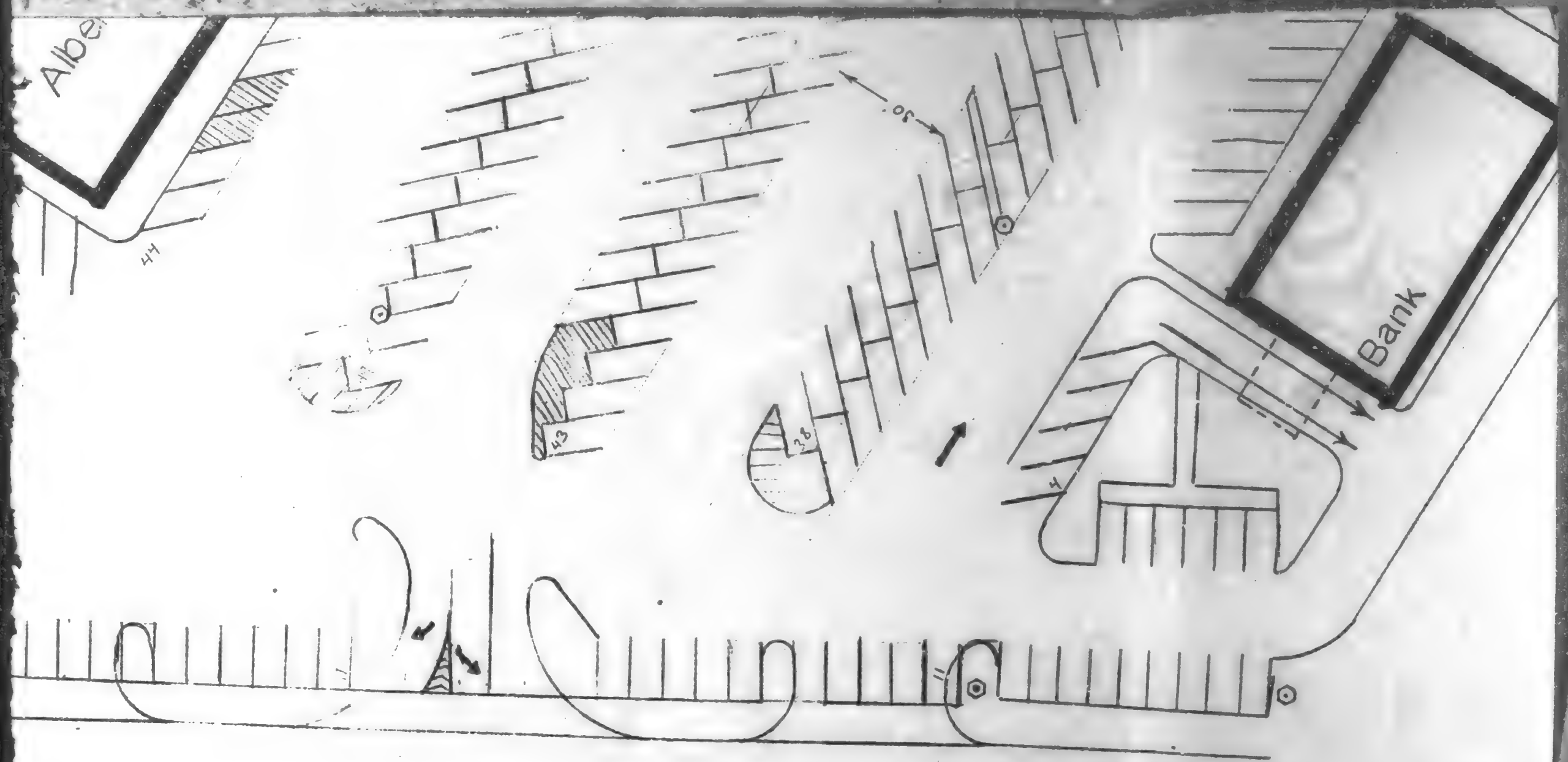
Based on the distances separating the Portland Street intersection and the Bulk Plant entrance, the required storage lengths for each approach have shown the proposed location for the signal to be near optimum. A design for the parking lot based on this location is attached as Diagram II. The concern for traffic entering or exiting the lot directly past Albertsons would be precluded with this design.

Many variables are associated with these problems with queue lengths shortened without pedestrian actuation and future growth lengthening the queues. Based on present traffic, the signal will provide a "C" level of service and allow safe access to and from the shopping center.

RLW:jh
Attachment

cc: H. S. Coulter ✔

(Diagram II)
Wallowa Lake Hwy. #10
- Grande Ronde Shopping C
Scale 1" = 40'
May 1979



Wallowa Lake Highway

(Diagram II)
Wallowa Lake Hwy. #10
– Grande Ronde Shopping Center –
Scale 1" = 40'
May 1979

Chevron Dealer

Existing Bulk Plant Access

N

110'

490 ← → 580

90

17

16

15

14

18" Sew.

25

Wallowa Lake Hwy.

(3 Phase)

30

1 1/4" Con

18

19

1

2

3

4

5

6

130

110

Existing Access

220'

655 → 435

220

Proposed Access

Existing Access

(Diagram I)

Wallowa Lake Hwy. #82 - Grande Ronde Shopping Center

Scale 1" = 50'

May 1979

XXX = 1978 Peak Hour Volume

(Parking)

Albertsons

Western Bank

Portland

San. Sew.

St.

Chevron Dealer

Existing Bulk Plant Access

N

110'

490 ← 580

90

17

16

15

14

18" Sew.

18" Sew.

Lake Hwy.

(3 Phase)

30

1" 1/4 Conduit

18

2 1 3 4 5 6 7 8 9

Existing Access

130

110

220'

655 → 435

220

Proposed Access

Existing Access

(Diagram I)

Wallowa Lake Hwy. #82 - Grande Ronde Shopping Center

Country Kitchen

Buried Power

Scale 1"=50'

May 1979

XXX = 1978 P.M. Peak Hour Volumes

(Parking)

Albertsons

ALBANY

STATE OF OREGON

INTER-OFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: MEMO TO FILE

DATE: May 3, 1979

FROM: Dwayne R. Hofstetter
Traffic Control Engineer

NOTED
H. S. COULTER

SUBJECT: Proposed Traffic Signal
Grande Ronde Shopping Center
Wallowa Lake Highway
La Grande

On Monday, April 30, 1979, as requested by H. S. Coulter, Tom Winn, Assistant to Senator Mike Thorne, was contacted to discuss the subject traffic signal. There has been a considerable amount of controversy concerning the location of the traffic signal. The City has recently asked that consideration be given to having the signal installed at Albany Street. It was explained to Mr. Winn, that to be eligible for Federal funding, the signal will have to be installed at a location in front of the shopping center.

The signal warrants are not met at either Portland Street or Albany Street and the collision diagram in our file indicated that there were no accidents at either of these two intersecting streets. He indicated that he would like to contact the parties involved to see if a new proposed location westerly of the currently proposed location could be agreed upon by the parties involved. Since the contacts with Standard Oil Company were made by Region 5, it was suggested that Mr. Winn contact Mr. W. E. Schwartz to find out who the contact should be with.

After finding out that there is some concern of the possibility of traffic backup on the highway and blocking accesses when the signal is installed, the Traffic Analysis Unit is doing some analysis to make an estimate of the length of backup on the highway during peak traffic periods. The Region will be advised of the results.

DKH:ds

cc: H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
MAY 7 - '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: MEMO TO FILE

DATE: April 23, 1979

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: More on the Grande Ronde Shopping Center Traffic Signal Project
Wallowa Lake Highway
La Grande

On April 19, 1979, Mr. W. E. Schwartz, Region Engineer, La Grande, telephoned and advised that the City Council of La Grande had held a public hearing concerning the subject project. The Council decided that the signal should be located at Albany Street on ORE82 immediately east of the Grande Ronde Shopping Center.

Mr. Schwartz also advised that Mr. Murphy of the Merchants Association advised him that he had been in contact with Standard Insurance Company, shopping center owners, and they had decided to relent to suggestions to place the proposed traffic signal at the midpoint between the two existing accesses which are scheduled for closure. This is the original concept.

The writer contacted Mr. Rick Brooke, Standard Insurance Company, and was advised that this was indeed true and that they were proceeding to ask their architects to redesign the interior circulation plan to fit this location.

Mr. Coulter, State Highway Engineer, was contacted for guidance pertaining to the recent La Grande City Council action (public hearing).

He advised that we should not proceed without advising the City that no signal warrants would be met at Albany Street which would preclude the use of Federal funds to finance the installation. He further indicated that no public funds (State dollars) should be spent at the unwarranted Albany Street location. He stated that if the City felt that strongly, that the signal should be placed at Albany Street and they would have to finance it along with any cooperation the shopping center owners might contribute. Mr. Schwartz was to contact the City and advise them of this decision and ask for a letter stating their position in light of the above.

After that meeting, while discussing the procedures above with Mr. L. E. George, Traffic Engineer, we were reminded that if the City elects to proceed with the Albany Street installation, it will require Oregon Transportation Commission approval to install an unwarranted signal on the State system.

Mr. Schwartz was contacted April 20, 1979. He will proceed to contact the City and ask for a response in writing. He suggested that we proceed with the signal design at the original midpoint location in anticipation of the City's dropping their public hearing position.

GLC:ds

cc: H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 23, 1979

Mr. Max Thompson
City Manager
City Hall
La Grande, Oregon 97850

Dear Max:

Re: Proposed Traffic Signal, Grande Ronde Plaza, Wallowa Lake Highway

I have been attempting to assess and interpret the most recent action of the La Grande City Council regarding the proposed Plaza traffic signal. My understanding is that the Council voted to oppose any proposal which would establish a traffic signal at any location other than Albany Street. The Council further recommended that a traffic plan which made both existing accesses "in only" and made Albany Street one-way northbound be implemented to force Plaza traffic to the Albany Street signal.

I have discussed this plan with our Traffic Engineering section. As with any proposed plan, this plan must meet the warrants for a signal before either Federal or State funds can be expended for the installation. Traffic Engineering advises that this plan will not meet these warrants. There are two basic flaws in the plan. First, this plan makes no provision for Island City left-turning traffic into the shopping center. They would proceed through the light and make their left turn in the face of eastbound traffic on the Wallowa Lake Highway. Second, a significant portion of the traffic bound for La Grande from the center would not access to the Wallowa Lake Highway via Albany Street. Access to Albany Street from the shopping center is not convenient due to the design of the center and it is out of direction for La Grande traffic. This would cause traffic to seek other more convenient access to town.

By statute, specifically ORS 487.850, only the State is authorized to determine the character or type of traffic control signals to be used. The State has the responsiblity to determine that they are necessary for the safe and expeditious control of traffic. No traffic control signals shall be erected or maintained upon any State highway by any authority other than the State, except with its written approval.

Since the State's proposal is the only plan which can be made to meet the warrants for a signal and offer the desired protection to shopping center traffic, there appears to be three ways in which the current problem can be resolved.

One, the City can maintain the position that they want the signal at Albany Street and offer to fund the project with 100% City funds. This would require approval from the Transportation Commission to place an unwarranted signal on the highway system. We will try to obtain this approval for the City.

Second, the City can reaffirm the agreement of December 20, 1978 with the State whereby they agreed to participate in a signal project in front of the shopping center. By this agreement the project was to be funded with 90% Federal funds, a $5,000 contribution to the matching share by Standard Insurance, and a balance of the matching share, if any, to be divided equally between the State and City.

The third, and least desireable alternative in my opinion, is to do nothing.

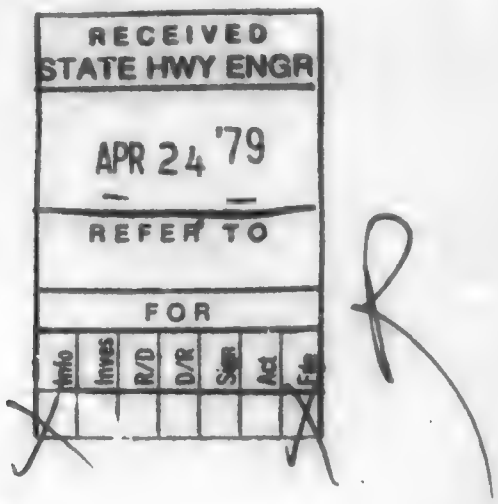
Since the original request for a signal was from the citizens of La Grande after a fatal accident at the Plaza last June 9, 1978, we request your direction as to how we should proceed.

Sincerely,

W. E. Schwartz
Region 5 Engineer

WES:vt

cc: H. S. Coulter
L. E. George



1227

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

March 19, 1979

Mr. Richard C. Brooke
Real Estate & Mortgage Loans
Standard Insurance Company
P.O. Box 711
Portland, Oregon 97207

Dear Mr. Brooke:

Thank you for the prompt response to our telephone request for information concerning various responses to your interior circulation patterns at the Grande Ronde Shopping Center in La Grande.

By a copy of this letter, I am advising interested parties of your response and will await word concerning your contact with City Officials.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:cs
bc: Representative Robert Brogoitti
H. S. Coulter
M. E. Schwartz

RECEIVED
STATE HWY ENGR
MAR 21 '79
REFER TO
FOR
Sec
Supv
Act
File

STANDARD INSURANCE COMPANY

Portland, Oregon 97207
P. O. Box 711
(503) 248-2700

March 15, 1979

Mr. G. L. Clark
Investigations & Research Engineers
State of Oregon Transportation Bldg.
Salem, OR 97310

RE: Traffic Signal Installation
Wallowa Lake Highway
La Grande, OR

Dear Mr. Clark:

Pursuant to our last telephone conversation regarding our parking lot plan and the concerns of the Mall Merchants as well as the City of La Grande, we have taken a couple of steps which you should be aware of.

We have mailed a copy of our proposed parking lot plan dated January 19, 1979, to the City of La Grande and requested that they express their concerns on or before April 6, 1979. Two requirements which accompanied the plans were for any changes which they may make include 1) that a minimum of 620 parking spaces be attained, 2) that no parking be established in front of Albertson's, Sprouse-Reitz, the Mall Building, Quisenberry's, and Payless.

As far as the Mall Merchants are concerned, please note that we have received the necessary approvals for the parking lot plan which I referenced above.

We are anxious to resolve all of the necessary problems, so that this project can continue to move forward. I will contact you immediately upon hearing from the City of La Grande.

Thank you for you assistance and patience.

Sincerely,

Richard C. Brooke

RICHARD C. BROOKE
Real Estate & Mortgage Loans

RCB/sd

RECEIVED
MAR 19 1979
TRAFFIC ENGINEERING

NOTED
L. L. GEORGE

NOTED
DWAYNE HOFSTETTER

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: FILE

DATE: March 9, 1979

NOTED
H. S. COULTER

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: Continuing Saga of the Grande Ronde Shopping Center Traffic Signal Project

Mr. Coulter has instructed the writer to contact Standard Insurance Company (owners of the shopping center) to determine what information they have received concerning the merchants meeting and possible effect on their circulation plan.

On March 8, 1979, Mr. Rick Brooke, Standard Insurance Company Representative was contacted. He advised that the merchants association opinion was of no importance to them. He stated he had on file letters of approval of the circulation plan from the home offices of all his major tenants. I advised him that Mayor Davidson was considering some move via his planning commission to affect a change in the interior circulation plan.

Mr. Brooke stated that he would contact the Mayor and get that straightened out and would advise this office of the outcome. He was advised that no work would proceed until the matter was resolved.

GLC:cs

cc: H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
MAR 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

NOTED

Highway - Traffic DEPT. 378-6537 TELEPHONE

H. S. COULTER

TO: MEMO TO FILE

DATE: March 7, 1979

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: Continuing Saga of the Grande Ronde Shopping Center Traffic Signal Project

Mr. W. E. Schwartz, Region Engineer in La Grande, asked that a sketch map be mailed to the Chevron Oil Company in Seattle to show them what the configuration of the traffic signal installation might look like. They had already agreed to finance their fair share of the cost of signalizing their access.

When a plan was developed to base a signal design, it became apparent that the shopping center access and the bulk plant access were displaced from each other in a manner detrimental to efficient signalization.

This was brought to Mr. George's attention. It was decided that several actions are yet possible before a design is prepared.

1. A meeting was held by the tenants of the shopping center. Mr. Schwartz was to determine if this meeting involved the interior circulation pattern and access location.

2. Mr. Schwartz was to field check the possibility of relocation of the bulk plant access westerly and the shopping center access easterly.

3. He was also to check the feasibility of relocating the shopping center access to bracket the large advertising sign.

4. He was going to talk with Boise-Cascade to see if they were interested in a joint access with the oil company.

RECEIVED
STATE HWY ENGR
MAR - 8 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgnl | Att | File

GLC:ds

cc: H. S. Coulter
W. E. Schwartz

P.S. Mr. Schwartz reports that it would be impractical to relocate the shopping center access any further east. He also reports the bulk oil access can be relocated to a point directly opposite the planned shopping center access. This would require PUC and railroad approval to relocate the crossing location. The access point to the highway cannot be relocated without relocating the railroad grade crossing.

P.P.S. Mr. Schwartz telephone and advised that the Grande Ronde Mall Merchants Association have obtained a copy of the architect's interior circulation plan and took exception to the design. This information was supplied by Mr. Dan Murphy, Manager of Robinson Department Store and President of the merchant association. Mr. Murphy suggested the proper location for the signal was between the two existing access points which was the State's original recommended location.

9027

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: FILE

DATE: February 26, 1979

RECEIVED
STATE HWY ENGR
FEB 27 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

FROM: Glen L. Clark
Research & Investigations Engineer

SUBJECT: Grande Ronde Shopping Center
Traffic Signal Location
Wallowa Lake Highway
La Grande
Union County

A meeting called by State Representative Robert A. Brogoitti, La Grande, was held in Mr. Coulter's office on February 23, 1979 at 3:00 P.M. Those in attendance were Representative Robert Brogoitti, Mayor Robert Davidson, Mr. Coulter and myself.

The meeting was called to discuss the actual location of this proposed traffic signal. The Mayor has been recently elected and did not have the benefit of attending the two earlier meetings in La Grande on this subject.

Attached is a letter from Rick Craiger, City Planner, to Max Thompson, City Manager stating that the easterly access point selected by Standard Insurance's architect is undesirable, due to the interior circulation pattern. Also, that the signal should be located at Portland Avenue and public funds should not be spent to benefit a commercial enterprise.

Mayor Davidson suggested at the meeting that the signal should be installed at Albany Street and that Boise Cascade's access be redesigned to benefit from the signal.

It was pointed out that the proposed access point is opposite the Standard Oil bulk plant access and that it seems suitable for development into a joint access with Boise Cascade. The Mayor thought that the railroad grade and the grade of the parking area of B-C might not be compatible for a joint access.

It was then pointed out that Albany Street did not form a reasonable access to and from the shopping center, due to the configuration of the shopping center's site plan.

Portland Street would have to be widened to accommodate traffic if the signal were to be located there. The oil company has advised that they will cooperate financially for their fair share of the northerly access, ($3,310). Standard Insurance is committed to the amount of $5,000 and they were going to accept the cost of signalizing the bulk plant access if negotiations failed with Standard Oil.

The greatest difficulty in considering a change in location at this point is the Federal Highway Administration's possible reaction. It was pointed out that approval was obtained with minimum justification and that any reconsideration might easily reverse the Federal Highway Administration's decision.

It was agreed that the State would continue to pursue the planned project and that the deficiencies of the interior circulation plan would be discussed between the City and the shopping center owners.

GLC:cs

cc: Representative Robert Brogoitti
Mayor Robert Davidson
H. S. Coulter
W. E. Schwartz

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P. O. BOX 670

La Grande, Oregon
97850

TO: Max C. Thompson, City Manager

FROM: Rick Craiger, City Planner RC

DATE: February 21, 1979

SUBJECT: Location of the proposed traffic signal light on Highway 82 within the La Grande City limits.

It has been heard for sometime that a new traffic signal is being proposed by the State Highway Division and Standard Insurance to alleviate the hazard potential in the area of Highway 82 and the Grande Ronde Mall. In fact the City requested that this be done following a fatal accident this past Summer. However, just recently I have had opportunity to review a plan entitled "Grande Ronde Plaza - Revised Parking Layout", and find it objectionable with the following concerns:

1. Using the most northerly entrance into the mall will maximize the conflict between pedestrians with shopping carts and automobiles which may develop considerable speed toward the east end of the mall.

2. Automobiles entering this travel lane from the parking area may have difficulty and subsequently take unnecessary risk, further endangering pedestrian traffic.

3. The light should be located at an intersection preferably with Portland Avenue, in order to facilitate recent apartment units and commercial. This would also provide a more reasonable entrance near Payless for the mall.

4. I object to 95% taxpayers money being spent to benefit a commercial enterprise, opposed to it being spent at a location which will have a greater benefit to the entire area and alleviate the congestion at the mall simultaneously.

Without further study, I cannot specify the best location for the proposed signal. However the possible signal location of having one access near Albertsons is definitely the worst. If the occasion presents itself for further input from this department I welcome the opportunity and offer my time toward resolution of this issue which will be the most satisfactory for <u>all</u> concerned.

-7027

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

NOTED
H. S. COULTER

TO: MEMO TO FILE

DATE: January 23, 1979

FROM: Glen L. Clark
Investigation and Research Engineer

RECEIVED
STATE HWY ENGR
JAN 29'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Grande Ronde Shopping Center
Meeting to Discuss
Access Design and Location
(Portland)

After review by Region and this office, it was thought best to call a meeting with the shopping center owner, Standard Insurance, and their architects.

On Friday, January 19, 1979, the writer met with Mr. Paul Eisenberg, representing the owner, and Mr. Alan J. Beard, representing the architect. (See attached card).

I pointed out that the access location picked by the architect posed a problem due to the existance of a private access directly across the Wallowa Lake Highway belonging to Standard Oil Company (Bulk Plant).

I also indicated that the access was too wide and the curb radii were too small.

The owners were more than cooperative in regard to any changes in the access design. They did not wish to change the location of the access.

In order to keep this location, Standard Insurance is willing to negotiate with Standard Oil to determine if they would be willing to pay for their fair share of signalization of their access, or, if not, then Standard Insurance indicated their tenants may pick up the cost for Standard Oil.

The architect thought the access point to the Bulk Plant was not in the vicinity of the proposed access. A representative was sent over last Saturday, January 20, 1979, to check on the location.

The revised plan for the access was prepared and made available after the meeting January 19, 1979.

I advised the group at the meeting that I would discuss the situation with both the Region Engineer and the State Traffic Engineer with respect to who would negotiate with Standard Oil.

GLC:mac
cc: H. S. Coulter
W. E. Schwartz

1

1

D

C

15

45°

7'

WAL

2

1

3

ALBA

15

16

15

10

40'

EXISTING CURB

2'

27'

27'

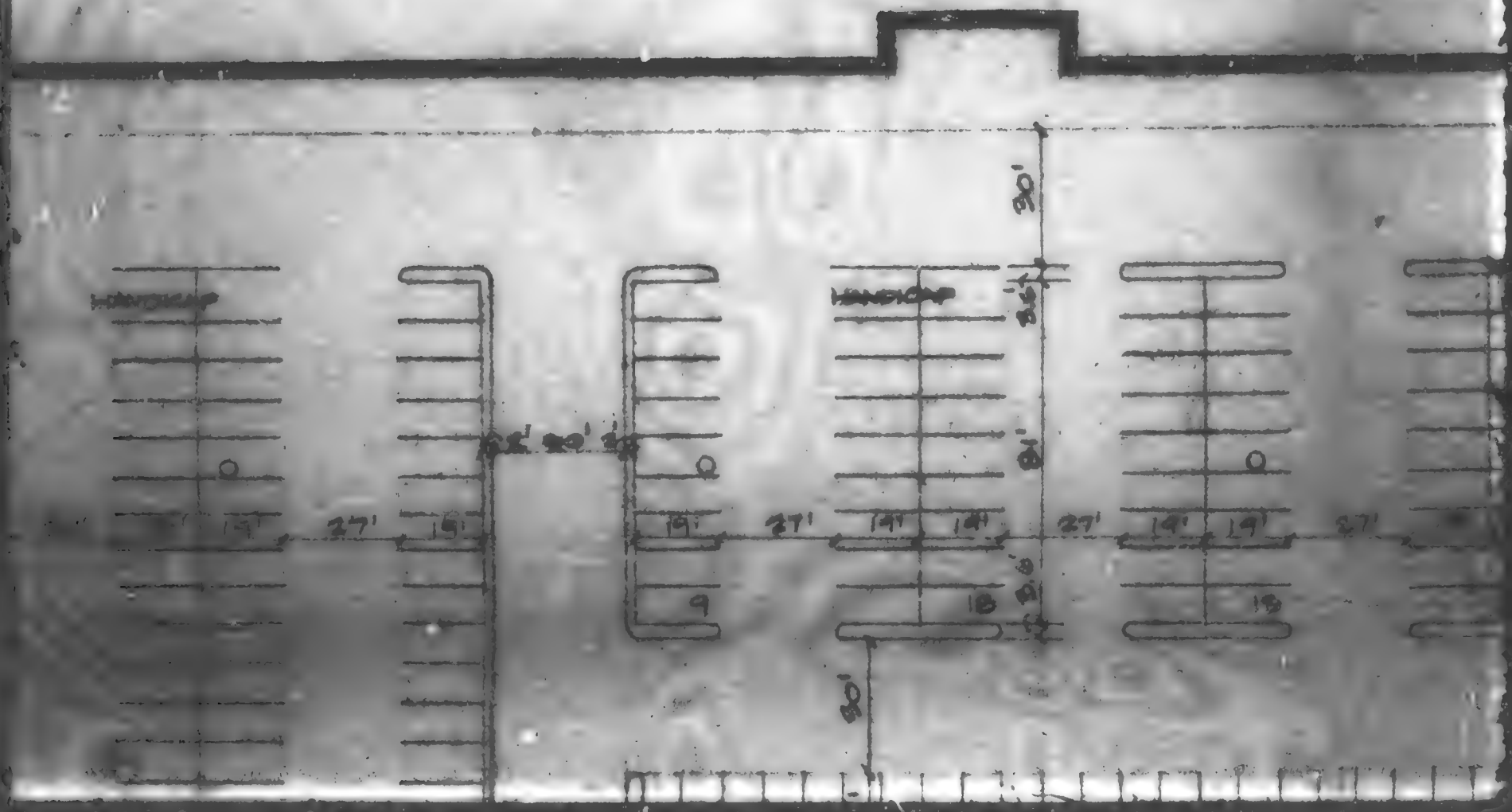
27'

14

HANDICAP
HANDICAP
30'
27'
27'
27'
30'

1 4 1

NT STREET


HANDICAP
HANDICAP
27'
27'
27'
27'
19'
19'
19

S 1 6

23'

HANDICAP

9

18

27' 19' 19'

27' 19' 19'

27' 19' 19'

9

18

9

18

30'

36

SW Sixth Avenue/Portland Oregon

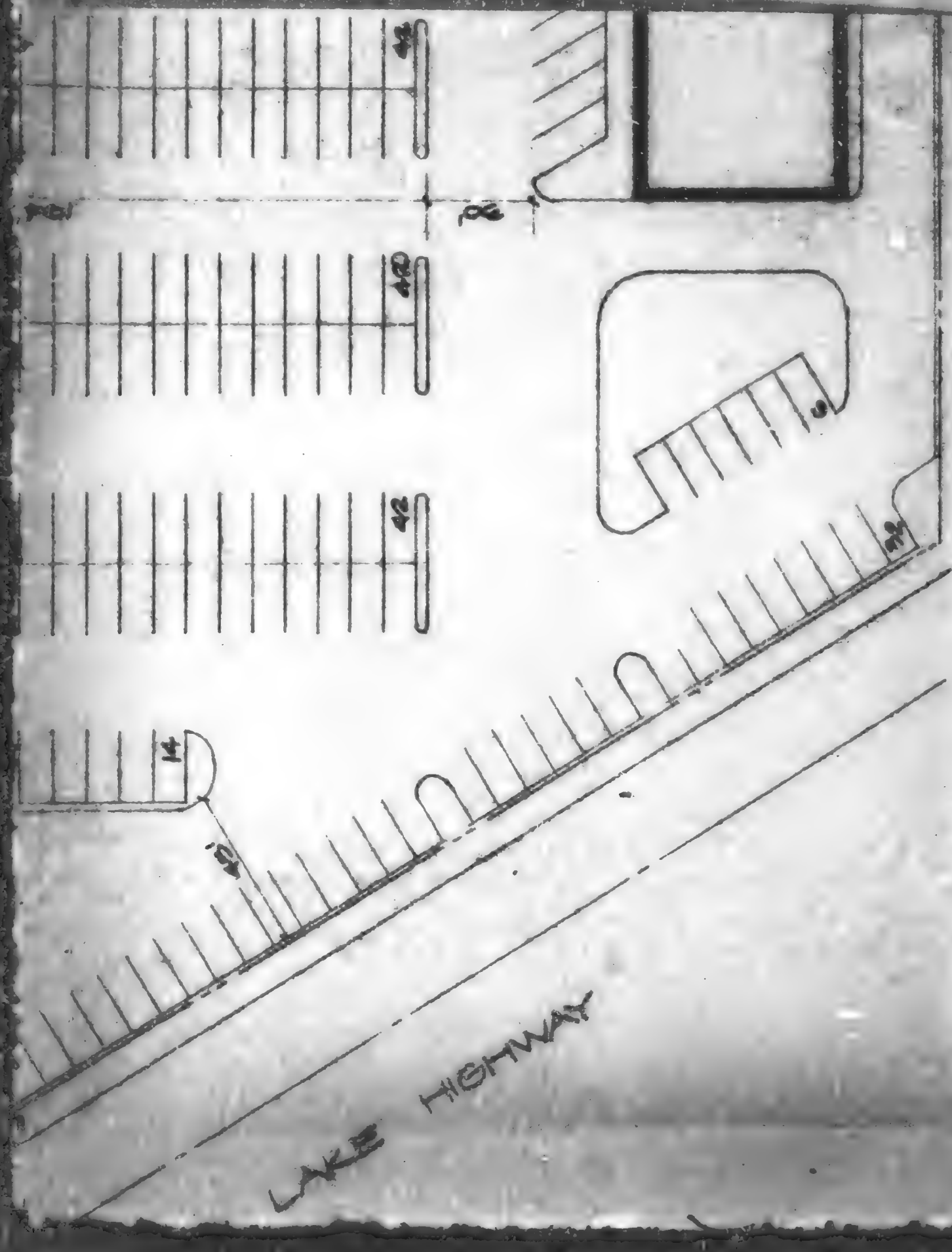
Boutwell, Gordon, Beard and Grimes 1100 S.W. Sixth Avenue/Portland, Oregon

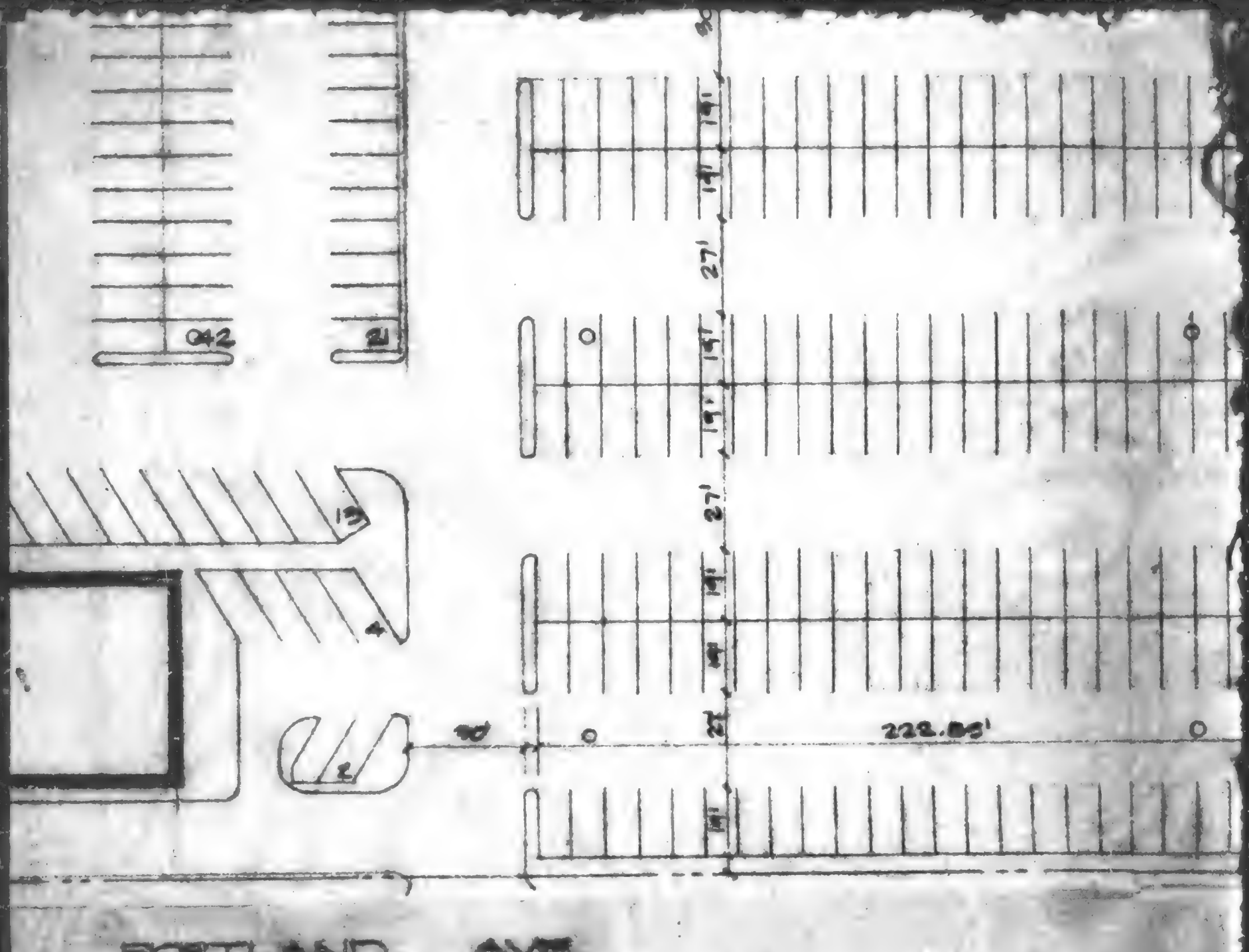
GRANDE RONDE PLAZA

REVISED PARKING LAYOUT

B

A

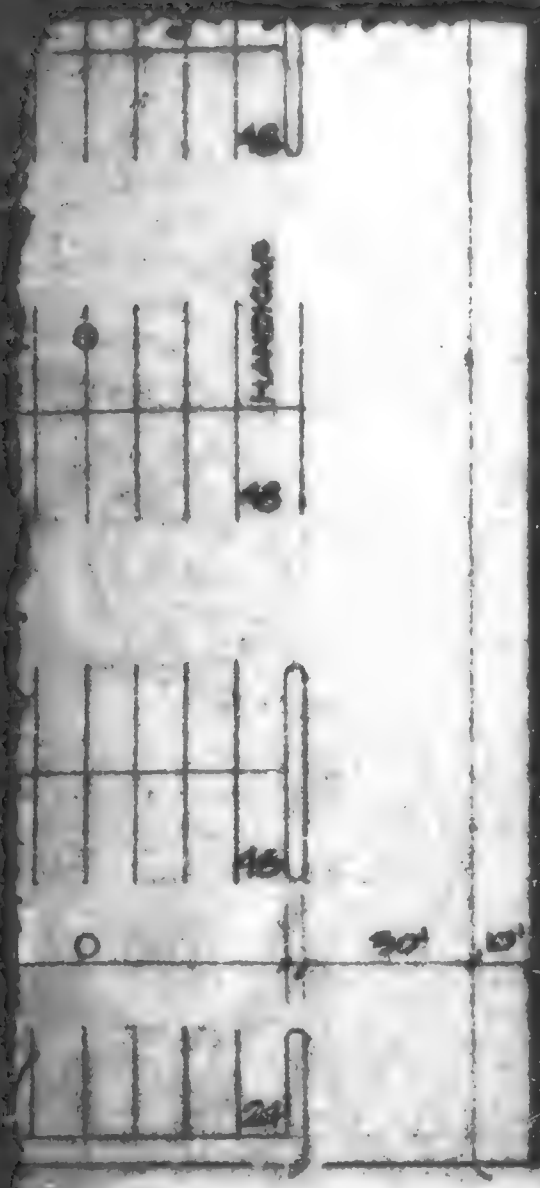

LAKE HIGHWAY



042 R

TYPICAL

O EXISTING



PARKING SPACES

L PARKING STALL 9'x19'

NG LIGHT POLE

N

Scale			
	Project	SITE PLAN	
	Date	SCALE 1" = 40'	
			Revisions
			1 JAN 19,1979

9027

January 18, 1979

City of La Grande
City Hall
La Grande, OR 97850

Attention: F. C. McShane
City Recorder

Mr. Richard C. Brooks
Real Estate and Mortgage Loans
Standard Insurance Company
P. O. Box 711
Portland, OR 97207

MISC. CONTRACTS and AGREEMENTS No. 6998

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of La Grande, Standard Insurance Company and the Highway Division for installation of traffic signals on the Hellgate Lake Highway at the Grande Ronde Shopping Center.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

Att.

CC Gerry Wimer (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

1-12-79

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
41288	Johnson, Kenneth R. & Lois	$ 12,640.00
44043	Stephens, Jennie	1,400.00
47915	Williamson, Paul G. & Wilma	750.00
49479	Spokane, Portland and Seattle Railway Co.	8,350.00
49657	Fromm, Gordon C. et al	2,200.00
49779	City of Beaverton	310.00
50286	Kim's Restaurant, Inc.	150.00
50289	Heirs of S. Hamilton	2,200.00
161-12.08S	Sledge, James F. & Colette E.	90.00
161-13.78	Cummings, Clarence C. & M.	90.00
162-0.63	M. P. Materials Corporation	50.00
193-6.22	Holt, Raymond E.	360.00
210-0.58	Morse Brothers, Inc.	150.00
210-2.13	Nussbaumer, Myrtle M.	450.00
210-2.24	Nussbaumer, Myrtle M.	450.00
210-3.20	Cunningham, C. J.	450.00
210-13.32	Kamph, Robert R.	390.00
210-16.50	Bahrs, Alice M.	270.00
212-0.96	Williamson, D. I.	270.00
	19 Transactions	$ 31,020.00

(2) A supplement to the tri-party agreement between the State of Washington State Patrol, the Oregon Highway Division and the State Board of Higher Education for a 20-year lease on three sites in Washington to provide microwave capabilities into Eastern Oregon. The supplemental agreement authorizes the Highway Division to make the final payment of $30,000 at a date earlier than specified in the original agreement.

(3) ✓ Agreement with City of La Grande and the Standard Insurance Company for installation of traffic signals on the Wallowa Lake Highway at the Grande Ronde Shopping Center. The State wi l design, install and maintain the traffic signals using Title II Safety Funds. The City has agreed to pay all costs of electrical energy, and the Company has agreed to contribute $5,000 toward the cost of the project.

Holmes

E.J. Hunter

1-12-79

APPROVED

H. L. Gambee

STATE HIGHWAY ENGINEER

Date 1-12-79

(4) Agreement with Lane County for the removal of roadside obstacles along the Beltline Highway and the Delta Highway using Title II, Section 210 Federal Funds. The State will design and supervise construction for the entire project. The County will provide the required 10 percent matching funds for that portion of the project attributable to the Delta Highway.

Holmes

(5) An existing contract with John Woods provided for training of a newly-appointed State Parks Forester for several months. The contract has an expiration date of March 1, 1979. The selected staff forester will not become available until sometime in February, which then necessitated extending the John Woods' contract. This amendment provides for extension of the contract to April 30, 1979, with no alteration in the original consideration of $4,000.

(6) Agreement with Department of Human Resources, Children's Services Division, for development of a boys' camp for MacLaren School for Boys at Hilgard Junction State Park in Union County. Children's Services will construct the necessary buildings on a 6.6 acre site within the State park. Boys housed at the camp will perform work assignments at various State parks in the area, and they will be paid as provided in an existing agreement between the agencies. The Hilgard lease agreement extends for 20 years from date of approval, with provisions for termination if necessary during the lease period.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and on the preceding page (totaling 6 items) and report this action for your official records.

Dated this 15 day of Jan, 1979

Glenn L. Jackson, Chairman
Oregon Transportation Commission

9C27 10

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: MEMO TO FILE

DATE: November 29, 1978

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: Additional Details Regarding the Grande Ronde Shopping Center
[redacted]
Title II, Section 209
HHS-

The subject project was discussed recently with both Region 5 personnel and Mr. Paul Eisenberg, Standard Insurance Company, owners of the subject shopping center.

R. D. Hector, Region 5 Construction Engineer, requested the information as to the agreed upon new access location for the subject project. This would allow the field survey to commence work on the base map for the signal design.

As Standard Insurance Company had received a suggested new circulation plan from this office several weeks ago, I contacted Mr. Eisenberg and asked when we could expect a firm circulation plan showing the new access point.

He stated he had sent our suggested plan to his major tenants and expected no opposition to the basic concept. He was now going to give the suggested plan to his architect for development of the actual finished plan.

A Mr. Rigg Brook, telephone 645-3591, was assigned the job of coordinating the work with their architect and would provide us with a time table as to when a final location would be known.

Mr. Hector was advised and it was agreed that no field work would be undertaken until a firm access location was decided upon.

GLC:dc

cc: J. H. Versteeg
W. E. Schwartz

1 Versteeg ✓
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 30 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-7(4)

STATE PROJECT NO. See below

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90017

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-13-78	Primary 7	Primary 10

GENERAL LOCATION:
Wallowa Lake Hwy. at Grand Ronde Shopping Center (LaGrande)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility prepatory work TEC NTE $5,000 - F.F. $4,500
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-25-78, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-13-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

9027

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT) 378-6537 (TELEPHONE)

TO: D. H. Moehring, Manager
Office of Project Management

DATE: October 3, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Project
Title II Section 209
Wallowa Lake Highway @ Grande Ronde Shopping Center (La Grande) Section

Attached is a narrative report and supporting data covering installation of a traffic signal at the subject location.

Please take necessary action to secure Federal Highway Administration authorization to perform preliminary engineering in the amount of $5,000.

The project needs to be added to the Project Management System. Suggested bid opening date is February 22, 1979.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

RHB:cs
Attachment

cc: W. E. Schwartz (Submit authority for survey to location section)
F. E. Terpin
G. A. Potter
M. C. Holmes (Agreement needed)

PROJECT MANAGEMENT
E ☐ CCE ☐
FAE ☐
OCT 1978
Holmes ✓

61-125-1567

OREGON STATE HIGHWAY DIVISION
Region 5 - La Grande

NARRATIVE REPORT

Grande Ronde Shopping Center Signalization
and Access Control Project
Wallowa Lake Highway
La Grande

This project was motivated by requests from city and county officials, city police, county sheriff and local citizens for immediate improvement in traffic control due to a triple fatality accident, which occurred June 17, 1978 at one of two access points to the Grande Ronde Shopping Center.

The field investigation revealed that curb parking could be removed by emergency powers of city officials and the two access points consolidated into one and signalized. The interior circulation of the shopping center would have to be redesigned, at no expense to the State or Federal Highway Administration, to be compatable with the new traffic patterns created by the access consolidation.

Manual vehicular volume counts at the two access points indicate that the minimum volume and interruption of continuous traffic warrants would be satisfied by the consolidation of access points.

The Wallowa Lake Highway is four lanes wide with a 16 foot painted median and 10 foot shoulder area against the curbs.

This project would involve the installation of a three-phase, fully-actuated traffic signal and painted channelization at a consolidated access point which is to be constructed entirely at the expense of the shopping center. The shopping center will also provide all funds necessary to match federal funds authorized to install the traffic signal and painted channelization.

This location appears on the preliminary Rural Priority listing, recently submitted to the Federal Highway Administration as priority 198. With the triple fatality accident added in, the location will advance to priority 50.

An analysis of the accident history and severity indicates that this project will have an extremely high benefit/cost ratio when compared with other safety projects on a statewide basis.

The estimated cost for the project (traffic signal installation and painted channelization) is $50,000.

GLC/RHB

8/10/78 - 10/3/78

cs

.1979 Plainview Road- Deschutes 9028
. R. Sec., McKenzie-Bend Hwy.
. (Grading & paving)

#7028 7-13-81 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981

C. T. Keasey
Asst. State Highway Engineer

9028

June 15, 1981

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

COM 5
#9028

Gentlemen:

Contract No. 9028 awarded to R. L. Coats for work on the Fivemile Road-Deschutes River Section of the Mallenais-Bend Highway in Deschutes County was completed on March 30, 1981 and accepted by the State Highway Division on June 8, 1981.

Final payment in the amount of $10,040.12 will be released to the contractor after June 22, 1981. The total contract amount is $969,213.56 and no work was performed under force account.

No claims for labor or materials have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

jas
cc: R. L. Coats
61185 Skyline Ranch Road
Bend, OR 97701

bc: E. T. Hennessy
Walt Hart
V. E. Skoog Attn: Dick Hacak
Dale Allen

9028

L

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Plainview Rd.- Deschutes River		WEEK ENDING: March 28-81
		SECTION PREFIX: 9-1138
HIGHWAY: McKenzie - Bend		COUNTY: Deschutes
NAME OF JOB: Plainview Rd. - Deschutes River	KIND OF WORK: Grading and Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 9028	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 9/25/79	DATE WORK STARTED: April 7, 1980	ESTIMATED COMPLETION DATE: July 31, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220 + 20	CALENDAR DAYS USED 225
PROJECT AUTHORIZATION: $1,163,671.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94
EXCLUSIVE OF ENGINEERING: $1,080,921.88	ENGINEERING AUTHORIZATION $82,750.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $971 191.73	ENGINEERING COST TO DATE $61 162.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89
ESTIMATED PERCENT: OVERRUN / UNDERRUN 10 %	PERCENT OF AUTHORIZATION 74 %	DATE PROJECT WAS COMPLETED: March 19-1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.09				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.09				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,150 CY	5,300 Ton			41,350 Ton
TOTAL QUANTITIES CORRECTED TO DATE	9234 CY	1250 Ton			37 723 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9234 CY	1250 Ton			37723 Ton
AVERAGE DAILY QUANTITIES	0 CY	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

RECEIVED
MAR 30 1981
CONSTRUCTION BRANCH

Kessey, Richards, Hammond, Hopkins, Berg, Williams, Widmer, Johnson, Church

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	
SUNDAY	Mild	0		Project Complete
MONDAY	Overcast	0		" "
TUESDAY	Cloudy	0		" "
WEDNESDAY	Rain	0		" "
THURSDAY	Clearing	0		" "
FRIDAY	Clear	0		" "
SATURDAY		0		" "

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate Submitted to Region Office.

Final Weekly Report

SIGNED H. R. Robertson STATION Bend, Or. 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F210

9028

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 13, 1981

R. L. Coats Construction Company
Post Office Box 1008
Bend, OR 97701

VOIDED
RECEIVED

Re: Time Extension Request
Plainview Rd.-Deschutes River
Contract No. 9028

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of 20 calendar workdays is granted due to delays resulting from the installation of drainage curb under Price Agreement No. 4.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
Dale Allen "
W. W. Robertson "
Bob Church "

RECEIVED
STATE HWY ENGR
MAR 17 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3123

STATE OF OREGON

INTER-OFFICE MEMO

BEND, OR 97701

TO: C. T. Keasey
Assistant State Highway Engr.
Construction

DATE: March 6, 1981

FROM: Bob Pool by DAllen
Robert C. Pool
Region Construction Engineer

SUBJECT: Plainview Road-Deschutes River
McKenzie/Bend Highway
Contract No. 9028

RECEIVED
MAR 11 1981
CONSTRUCTION BRANCH

Kuesey, Richards, Jackmond, Berg, Hopkins, Inloes, Williams, Widmer, Johnsen, Gebauer, Glenn, Church

Attached for your review find a contractor's request to increase the allowed calendar work days from 220 to 225. This request is based on a time delay due to Extra Work done in the concluding days of the project.

July 22, 1980, the paving on the project was substantially complete. Three days later we requested the contractor to install a shoulder drainage curb. That date, the curb installation was scheduled for August 4, which required a rescheduling of the guardrail contractor who had planned to finish his work in the interim. The earliest date the guardrail contractor could return after August 4, 1980, was August 18. The allotted calendar work days were expended on August 16, 1980.

The scheduling delay to the contractor due to our request to install a drainage curb was 20 CWD. Therefore, I recommend the contractor's allowed calendar work days be increased from 220 to 240.

3-13-81

CTK
I concur with Region's recommendation.
Job is under stop work order until seeding & mulching can be done. All other work is completed. Excess time used to date = 4 CWD.
Est. time req'd. to do seeding & mulching = 1 CWD.
The granting of 20 CWD will allow two week to mobilize and do work after being so ordered.

RCP:JCT:pw
Enclosure
cc: W.W.Robertson

Contains Recycled Materials
1-25-1987

6P-75683-125

9028

9822

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1979

In Reply Refer to
File No.:

Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97204

Attn: Oliver Domreis
County Engineer

Gentlemen:

The Oregon State Highway Division (OSHD) and Multnomah County (County) have received acceptable bids for construction of the North Main Avenue - Bull Run Road Section of S.E. Burnside Road. A traffic signal is to be installed at "Location A" as a part of the project. Said traffic signal is to accommodate a commercial development, and costs of the installation are not eligible for federal aid participation. A & Z Development Company, represented by Mr. David Zimel, has agreed to pay all costs associated with the testing and installation of the traffic signal subject to the following stipulations.

A & Z Development Company shall deposit their Letter of Credit in the amount of $47,270 with OSHD. Said Letter of Credit shall be assigned an identifiable account number, and shall not be drawn upon until such time as the contractor requests payment for the traffic signal installation.

The County advance deposit of $184,400, requested by letter of August 24, 1979, shall be reduced by $47,270 to an adjusted amount of $137,130.

Upon receipt of County's advance deposit and A & Z Development Company's Letter of Credit, OSHD shall award the contract to Cascade Construction Company, Inc.

East Burnside Phase I & II

Form 734-2122

If this arrangement is acceptable, please indicate your approval by signature in the appropriate space below.

Very truly yours,

D. H. Moehring
Assistant State Highway Engineer
Oregon Department of Transportation

MCH:pf

MULTNOMAH COUNTY

By _____
County Engineer

A & Z DEVELOPMENT CO.

By Louis Zimel

Title Pres.

7028

17

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/79
Donald L Rant

9-20-79 Bid Letting _____ All Clear Deadline

SECTION Plainview Road-Deschutes River
Highway McKenzie-Bend
County Deschutes Region 4
Type of Work Intermit. O'lay Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X		X	
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A No Fed Funds

Mat'l Srce is wide roadbed cut.

9028

17

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: Fred Ericksen
Design Engineer Supervisor

DATE: July 5, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History
Plainview Road - Deschutes River Sec.
McKenzie - Bend Highway #17
Deschutes County
MP 8.00 to MP 15.10

This acknowledges your correspondence dated June 19, 1979 requesting a review of accident history on subject section. Our investigation revealed no apparent accident problem areas in the section. The 1977 accident rate for the section was 1.25 as compared with the state-wide rate of 1.43.

L. E. George
Traffic Engineer

JB:jrb

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 06 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO

Beard Steudenmeyer
Cole Sample
Eriksen F.E. Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
By: FINAL DESIGN ENGINEER

1979 Four Corners-White City & 962?
• Brownsboro-N. Fork Little Butte Cr.
• Sec., Crater Lk. & Lk. of the Woods
• Hwy. (Paving)

9029

STATE OF OREGON
Highway Construction

378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: Jim Gix
Region 3 Engineer

DATE: April 20, 1984

FROM: Keith Martin, P.E., P.L.S.
Contract Claims Coordinator

SUBJECT: Project Record Retention
Four Corners-White City & Brownsbobo -
N. Fk. Little Butte Creek Bridge
Jackson County
Contract No. 9029
L-8199

A letter of June 21, 1982 asked you to retain all records related to the subject project until further notice.

We have reached a favorable settlement of this dispute. Since the time for appeal has passed, you may resume normal record retention and destruction procedures.

KM:mk

cc: Les Hampton
H. S. Coulter
W. E. Schwartz
Jack Sollis
Ed Hunter
Jack Sullivan
William Maude
Gary Potter
J. H. Versteeg
Phyllis Lannigan

81-125-1387

Contains Recycled Materials

9029

3-15-83

F

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 134382

9029

WILDISH MEDFORD CONSTRUCTION CO., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, acting by and through the State Highway Division of the Department of Transportation and the Oregon Transportation Commission,

Defendant.

AFFIDAVIT OF ROBERT GORMSEN

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, ROBERT GORMSEN, being first duly sworn, depose and say: that I have been employed by the Department of Transportation for the past 21 years. From January 1980, to the present I have served as the Manager of Commission Services. Included in my duties is the custody of all records of actions of the Oregon Transportation Commission. I also maintain a filing, indexing and retrival system for handling commission records.

I reviewed the Delegations of Authority by Oregon Transportation Commission as contained in its files. I found that in the years 1981-82 there was no Delegation of Authority from the Oregon Transportation Commission to Mr. Jack L. Sollis, Attorney-in-

B

Charge of the Transportation Section of the Attorney General's office authorizing him to waive any contract provisions, or to extend the time for instituting a lawsuit under the Standard Specifications for Highway Construction. There was no record that the Commission had ever delegated such authority to Mr. Sollis or his predessessors. In fact, I found no Delegations of Authority of any kind from the Oregon Transportation Commission to Mr. Jack L. Sollis relating to any legal authority vested in the Commission or the Department of Transportation.

I make this Affidavit in support of Defendants, State of Oregon's Motion for Summary of Judgment herein.

Robert Gormsen

Robert Gormsen

Subscribed and sworn to before me this 15th day of March, 1983.

Sharon Schwindt

Sharon Schwindt
Notary Public for Oregon
My Commission Expires: 4-14-84

///

///

///

///

///

///

///

9029.

RECEIVED
AUG 2 1982
LEGAL

MILLER, NASH, YERKE, WIENER & HAGER
ATTORNEYS AND COUNSELORS AT LAW
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-1266

TELEPHONE (503) 224-5858

CABLE ADDRESS "KINGMAR"
RAPIFAX (503) 241-3666

TELEX 364462
TELECOPIER (503) 224-0155

ROBERT S. MILLER
FRANK E. NASH
FREDRIC A. YERKE
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DAVID W. MORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON
G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN, JR.
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS

OF COUNSEL
GRANT T. ANDERSON

DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DeMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
EVERETT R. MORELAND
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD R BOURGEOIS
BRIAN B. DOHERTY
KEVIN D. PADRICK
JEFFREY J. DRUCKMAN
JANETTE M. AALBREGTSE
CHARLES BRICKEN
JEFFREY C. THEDE
RANDEE G. FENNER
JOHN F. PURCELL
REGE BLY
DAVID W. BROWN
WORTH D. MacMURRAY
JEFFREY B. MILLNER
P. CONOVER MICKIEWICZ
JONATHON L. GOODLING
JOHN L. BARLOW
DAVID W. HERCHER
LOUIS G. HENRY
VALERIE VETTERICK
JANET C. HANSON

July 30, 1982

NOTED
JACK L. SOLLIS

Do we have a file on this?

Mr. Fred D. Miller
Director of Transportation
135 Transportation Building
Salem, Oregon 97310

Subject: Wildish Medford Construction Co. v. State of Oregon; Marion County Circuit Court Case No. 134382

Dear Mr. Miller:

Enclosed are true copies of complaint and summons addressed to Oregon Transportation Commission c/o Fred D. Miller. At 10:40 a.m. on July 21, 1982, you were served with copies of the enclosures. Those documents were delivered to Florence Neavall, Management Assistant for the Director of Transportation, at 135 Transportation Building, Salem, Oregon 97310.

Very truly yours,

RECEIVED
DOT DIRECTOR
AUG 2 '82
REFER TO
Sollis
FOR
Info | Issue | R/D | D/R | Sign | Act | File

9029

papers to Jack Sallis 7-21-82 (Jr)

file copy

L-824

In the CIRCUIT Court of the State of Oregon

for the County of MARION

WILDISH MEDFORD CONSTRUCTION CO., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through the State Highway Division of the Department of Transportation and the Oregon Transportation Commission,

Defendant

No. 134382

SUMMONS

To Oregon Transportation Commission c/o Fred D. Miller
Director of Transportation
135 Transportation Building
Salem, Oregon 97310 Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

MILLER, NASH, YERKE, WIENER & HAGER

Rece Bly

SIGNATURE OF OREGON RESIDENT ATTORNEY

Rece Bly

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Rece

ATTORNEY OF RECORD FOR PLAINTIFF(S)

Rece Bly

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

Rece Bly

Rece Bly ATTORNEY(S) FOR PLAINTIFF(S)

MILLER, NASH, YERKE, WIENER & HAGER
ATTORNEYS FOR PLAINTIFF
900 S. W. Fifth Avenue
Portland, Oregon 97204
Telephone 224-5858

RECEIVED STATE HWY ENGR
JUL 22 '82
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
W. E. SCHWARTZ

FRED MILLER

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

I hereby certify that this document is a full, true and correct copy of the original of the said document.

.....
Of Miller, Nash, Yerke, Wiener & Hager

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

WILDISH MEDFORD CONSTRUCTION CO., an Oregon corporation, Plaintiff, v. STATE OF OREGON, acting by and through the State Highway Division of the Department of Transportation and the Oregon Transportation Commission, Defendant.	No. 134382 COMPLAINT FOR BREACH OF CONTRACT

I

At all material times, plaintiff has been and now is an Oregon corporation authorized to do business in Oregon.

II

On or about September 25, 1979, plaintiff and defendant entered into a contract (State Highway Division Contract No. 9029, hereinafter called "the Contract") in which plaintiff agreed to construct a class "B" asphalt concrete mixture overlay on the Four Corners-White City and Brownsboro-North Fork Little Butte Creek sections of the Crater Lake and Lake of the Woods Highways north and east of Medford in Jackson County, Oregon.

III

Plaintiff has performed all of its obligations under the Contract.

MILLER, NASH, YERKE, WIENER & HAGER
Attorneys and Counselors at Law
[illegible]

IV

Defendant has breached the Contract and caused plaintiff damages as more particularly described herein:

1. Cost increases for asphaltic concrete of approximately $2.97 per ton, or a total of $54,711.53, resulting from the reduction in final leveling course tonnage from 32,000 tons to 18,403.58 tons.

2. Equipment standby costs resulting from the July 11, 1980, stoppage of the project by defendant's employee, William Maude, on grounds that plaintiff was unable to supply him with written documentation for its claim described in paragraph 1 above. As a consequence of that stoppage, plaintiff's equipment was on standby for three work days during the period July 11, 1980, through July 15, 1980, at a per diem cost of $5,759.52, for a total loss of $17,278.56.

3. Equipment standby costs resulting from the August 13, 1980, stoppage of the project by defendant's employee, William Maude, on grounds that Chevron had changed crude oils and a new mix design was required before paving could continue. As a consequence of that stoppage, plaintiff's equipment was on standby for three work days during the period August 13, 1980, through August 18, 1980, at a per diem cost of $5,759.52, for a total loss of $17,278.56.

MILLER, NASH, YERKE, WIENER & HAGER
Attorneys and Counselors at Law
224-5858
[illegible] S.W. Fifth Avenue Portland, Oregon 97204

V

Pursuant to ORS 279.575(4), plaintiff is entitled to prejudgment interest at 6 percent per annum on amounts due it under the Contract.

WHEREFORE, plaintiff demands judgment in the amount of $89,268.65, interest thereon as allowed by law, and its costs and disbursements incurred herein.

MILLER, NASH, YERKE, WIENER & HAGER

John R. Bakkensen, Trial Attorney

Rece Bly

Attorneys for Plaintiff

MILLER, NASH, YERKE, WIENER & HAGER
Attorneys and Counselors at Law
224-5858
900 S. W. Fifth Avenue Portland, Oregon 97204

9029

L

STATE OF OREGON

INTEROFFICE MEMO

TO: A. E. Shirley
Region 3 Construction Engineer

DATE: June 21, 1982

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Project Record Retention
Four Corners - White City & Brownsboro - N. Fk. Little Butte Cr. Bridge
Jackson County
Contract No. 9029
L-8199

The contractor on the subject project has initiated litigation. The Department of Justice has requested that all records relating in any way to this contract be retained and preserved pending resolution of this lawsuit.

You will be notified when this matter is resolved.

OBJ:cb

cc: Les Hampton
H. S. Coulter
W. E. Schwartz
Jack Sollis
Ed Hunter
John Jenkins
William Maude
D. H. Moehring
J. H. Versteeg
Phyllis Lannigan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 22 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains Recycled Materials

125-1367

9029 134-702-L-8111

Received 2/8/82 3:55 Connie Hathaway

In the CIRCUIT Court of the State of Oregon

for the County of MARION

WILDISH MEDFORD CONSTRUCTION CO., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through the State Highway Division of the Department of Transportation and the Oregon Transportation Commission,

Defendant

No. 134-382

SUMMONS

To State of Oregon, acting by and through the State Highway Division of the Department of Transportation and the Oregon Transportation Commission, by serving David B. Frohnmayer, Oregon Attorney General, 100 State Office Building, Salem, Oregon 97310 Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

MILLER, NASH, YERKE, WIENER & HAGER

RECE BLY

SIGNATURE OF OREGON RESIDENT ATTORNEY

Rece Bly

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON; MULTNOMAH } ss.
County of .....

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Rece Bly

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

RECE BLY

ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

docu[illegible] and
cor[illegible]inal of
the [illegible]

.....
Of M[illegible]erke,
W[illegible]ager

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

WILDISH MEDFORD CONSTRUCTION CO., an Oregon corporation, Plaintiff, v. STATE OF OREGON, acting by and through the State Highway Division of the Department of Transportation and the Oregon Transportation Commission, Defendant.	No. 134382 COMPLAINT FOR BREACH OF CONTRACT

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MILLER, NASH YERKE, WIENER & HAGER
Attorneys and Counselors at Law
224-5858
900 S. W. Fifth Avenue Portland, Oregon 97204

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MILLER, NASH, YERKE, WIENER & HAGER
Attorneys and Counselors at Law
224-5858
900 S. W. Fifth Avenue Portland, Oregon 97204

V

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WHEREFORE, plaintiff demands judgment in the amount of $89,268.65, interest thereon as allowed by law, and its costs and disbursements incurred herein.

MILLER, NASH, YERKE, WIENER & HAGER

John R. Bakkensen, Trial Attorney

Rece Bly

Attorneys for Plaintiff

MILLER, NASH, YERKE, WIENER & HAGER
Attorneys and Counselors at Law
224-5858
400 S. W. Fifth Avenue Portland, Oregon 97204

#9029

May 29, 1981

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9029

Gentlemen:

On March 26, 1981, we wrote to you concerning release of final payment on Contract No. 9029 awarded to Wildish Medford Construction Co. for paving on the Four Corners-White City and Brownsboro-North Fork Little Butte Creek Sections of Crater Lake and Lake of the Woods Highways in Jackson County.

The total contract amount is $2,031,223.29 including $3,046.02 for work performed under force account.

Sincerely,

Robert W. Corrson
COMMISSION SERVICES

jas
cc: Wildish Medford Construction Co.
P. O. Box 4177
Medford, OR 97501

bcc: G. T. Keasey
Walt Hurt
A. Shirley

#7029. 4-1-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

C. T. Keasey
Asst. State Highway Engineer

RM 734-3001

D ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Four Corners-White City Bnsboro-N.Fk.Ltle.Bt.Cr.Br.	WEEK ENDING: January 10,1981
	SECTION PREFIX: 15-1165
HIGHWAY: Crater Lake/Lake of Woods	COUNTY: Jackson
JOB: 4C-WC/BO-BCB	KIND OF WORK: Paving
CONTRACT NUMBER: 9029	FEDERAL AID PROJECT NUMBER: State
TOR: Wildish Medford Construction	
CONTRACT: September 25,1979	DATE WORK STARTED: December 11,1979
	ESTIMATED COMPLETION DATE:
E FORCE ON PROJECT FOR THE WEEK: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 360
	WORK DAYS USED: 360
	SPECIFIED CALENDAR DAYS:
	CALENDAR DAYS USED:
T AUTHORIZATION: $ 2,635,802.88	SPECIFIED COMPLETION DATE:
	PERCENT OF TIME ELAPSED: 100
IVE OF ENGINEERING: $ 2,439,079.12	ENGINEERING AUTHORIZATION: $ 186,723.76
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
TED COST OF COMPLETED T. EXCLUSIVE OF ERING: $ 2,027,857.34	ENGINEERING COST TO DATE: $ 126,234.45
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
TED PERCENT: OVERRUN / UNDERRUN -17 %	PERCENT OF AUTHORIZATION: 68 %
	DATE PROJECT WAS COMPLETED: October 10,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
N PROJECT		11.79			11.79
PARTIALLY COMPLETED					
COMPLETED		11.79			11.79
ESTIMATED QUANTITIES (CONTRACT)		12,000			90,000
QUANTITIES CORRECTED TO DATE		8,794			73,288
TED QUANTITIES MOVED OR PLACED TO DATE		8,794			73,288
SE DAILY QUANTITIES					
SE DAILY QUANTITIES NECESSARY TO ETE PROJECT ON TIME					
R OF SHIFTS PER DAY					
PER SHIFT					

MENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
DAY	NA			
DAY				
SDAY				
ONESDAY				
RSDAY				
DAY				
URDAY				

RECEIVED
JAN 12 1981
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnson, Glass, Richards, Berg, Inloes, Widmer, Osbeuer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on October 10,1980 and the semifinal estimate was submitted on December 23,1980. No further weekly reports will be submitted.

SIGNED Dobbs for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9037

22

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7

TO: W. E. Cole
Design Engineer Supervisor

DATE: May 13, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Four Corners-White City
Crater Lake Highway No. 22
Jackson County
M.P. 3.60 to M.P. 7.40

As requested in your letter of May 9, 1980, we have reviewed the accident history for subject section. This facility is a four-lane highway with a 12 foot median lane with striped left-turn refuges at major intersecting streets throughout the entire length of the section.

Our investigation revealed a high amount of intersection accidents. There were 179 accidents in the five years from 1974 through 1978, of which 128 (72 percent) were intersection accidents and 51 (28 percent) were non-intersection accidents. Nearly all of the intersection accidents were the usual angle, rear-end and turning types.

The 1978 accident rate for the section was 2.42 which, although higher than the statewide rural rate of 1.39, is not out of line with the statewide suburban rate of 3.00, which more nearly depicts the section.

There is a signal scheduled for the Avenue "G" intersection to be constructed with Title II funds. Lake of the Woods junction of Highway No. 270 is on our priority list for future signalization. This location will probably be signalized when private development adjacent to the highway is completed.

We feel that the signalization of these intersections will be a big help in reducing the intersection accidents for this section, therefore, we do not recommend any corrective treatment at this time.

L. E. George
Traffic Engineer

JB:ds

REFERRED TO
Board ... Steuderm. ...
Cole ... Hanft ...
Erikson ... Worstell ...
Hagen ... Dorn ... Lew ...
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ...
Bring ... / ... / ...
Action ...

Contains Recycled Materials
81-125-1367

9079

Jackson Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/79
Donald L Rout

9-20-79 Bid Letting _____ All Clear Deadline

SECTION Four Corners-White City & Brownboro-Little Butte Cr.
Highway Crater Lake & Lake of the Woods
County Jackson Region 3
Type of Work Overlay Funds State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.		X			X
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use		X			X
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study	X				

N/A No Fed Funds

1979 Doherty Slide-Nevada State 9030
Line Sec., Warner Hwy.
(Grading & oiling)

9030

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H S Coulter) 5-11-81

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 9030

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SR-RS-170(3)	Lake & Harney	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work performed on this project included construction of embankment, cement treated base and asphalt penetration macadam wearing surface, and additional and incidental work.

Work was completed August 27, 1980 on the Doherty Slide-Nevada State Line Section of the Warner Highway beginning approximately 8.7 miles westerly of the Oregon-Nevada State Line.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
R. A. Hatch Co.	$ 1,544,568.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* [signature]

TITLE Assistant State Highway Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

C.H.O. 6-8-81

Info	FOR	REFER TO	MAY 5'81	STATE HWY ENGR.
Inves				
R/D				
D/R				
Sign				
Act				
File				

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 31.0 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6204	8.660	28.0'	--	

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
David B. Carter, Area Engineer	9-18-80

12. IN COMPANY WITH W. Cobine, Res.Eng., W. Bartel, Asst.R.E., R.Pool, Reg.4, Const.Eng., J. Holcomb, Reg.4 Traff.Eng., R.Ewen, Field Location Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE David B. Carter

14. TITLE Area Engineer

15. DATE 5-4-81

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hossner

17. TITLE Field Operations Engineer

18. DATE 5/4/81

FORM FR-32C
(Rev. 7-71) Previous editions of this form are obsolete

9 c 30

Ironside - Brogan Hill — 15.19 Miles

Contract Payment	2,863,187.27
State force work	(-3,615.84) (Est.
Engineering	193,200.00 (Est.
Total	$3,052,771.43

Possible Price Reduction
on Emuls. Asphalt 7,000 (Est.

Cost per Mile ~~$200,972.42~~ $201,000.
Less Price Red. .500.
$200,500 per Mile

On subsequent Doherty Slide - Nevada St. Line job we paid contractor $12,000 on P.A. to bring in an Autograde grader (electronic grade and slope control) which improved ride alot. This also entailed additional engineering cost to ~~[illegible]~~ establish grade lines and set grades.

On future jobs we now have specification requiring this. Also we should place a 3/4"-0 leveling course on top of cement treated material for smoother ride.

2-5-81

#7030

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

#9030

December 5, 1980

Corrsen & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

CON 5
#9030

Gentlemen:

On November 21, 1980, we wrote to you concerning release of final payment on Contract No. 9030 awarded to R. A. Hatch Co., for work on the Doherty Slide-Nevada State Line Section of the Warner Highway in Lake and Harney Counties.

Final payment on this contract is $282.94 and the total contract amount is $1,387,394.18 including $643.58 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

dms

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
Dale Allen

9030

431

ROAD DESIGN SECTION

DES 16-1

November 4, 1980

Wayne Cobine
Resident Engineer

N. E. Mann
Design Engineer Supervisor

Doherty Slide-Nevada State Line
Warner Highway
Lake and Harney Counties
Contract No. 9030

We have reviewed the construction narrative report on this project and have no comments.

We understand that your recommendation regarding the specifications involving cement treated base in place has been already discussed with you and responded to by the Specifications Unit.

NEM:ja

9C 20

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 8, 1980

In Reply Refer to
File No.: CON 5 #9030

R. A. Hatch Company
Post Office Box 201
Bend, OR 97701

NOTED
H. S. COULTER

Re: Time Extension Request
Doherty Slide-Nevada State Line
FAP No. SR-RS-170(3)
Contract No. 9030

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of five calendar days is granted due to the increase in embankment quantities. This will eliminate all liquidated damages on this contract.

Sincerely,

O. B. Jackson
For C. T. Leasey
Assistant State Highway Engineer

cc: H. S. Coulter
Dale Allen
Wayne Cobine
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO
FOR
Prelim | Invest | R/D | D/R | Spec | Act | File

Form 734-3122

9030

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Doherty Slide–Nevada State Line		WEEK ENDING: September 5, 1980
		SECTION PREFIX: 119–1058
HIGHWAY: Warner		COUNTY: Lake & Harney
NAME OF JOB: Doherty Slide–Nevada State Line	KIND OF WORK: Grading & Oiling	
CONTRACTOR: R. A. Hatch Co.	CONTRACT NUMBER: 9030	FEDERAL AID PROJECT NUMBER: SR–RS–170(3)
DATE OF CONTRACT: October 1, 1979	DATE WORK STARTED: April 15, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 12 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 225	CALENDAR DAYS USED: 231
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $ 1,694,164.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,567,862.56	ENGINEERING AUTHORIZATION: $ 126,301.44	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,695,355.50	ENGINEERING COST TO DATE: $ 63,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN XXXXXXXX: 0.07 %	PERCENT OF AUTHORIZATION: 50 %	DATE PROJECT WAS COMPLETED: August 27, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100		100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				8.66	
MILES PARTIALLY COMPLETED				8.66	
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				8.66	
TOTAL QUANTITIES CORRECTED TO DATE	12,118	40,680		9,965	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,937	40,680		9,965	
AVERAGE DAILY QUANTITIES	20,937	40,680		9,965	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31	FAIR			
MONDAY 1	"			
TUESDAY 2	"			
WEDNESDAY 3	"			
THURSDAY 4	"			
FRIDAY 5	"			
SATURDAY 30	FAIR			

RECEIVED
SEP 9 1980
CONSTRUCTION BRANCH

Keavey — Richards
Jackmond — Berg
Hopkins — Imloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
31 SUNDAY	No job activity
1 MONDAY	No job activity
2 TUESDAY	Contractor maintaining 0-11 Oil mat with Blade & roller.
3 WEDNESDAY	Contractor maintaining 0-11 Oil mat with blade & roller.
4 THURSDAY	Contractor completed 0-11 maintainance with blade & roller.
5 FRIDAY	No job activity
30 SATURDAY	No job activity

REMARKS

THIS WEEKL C ontractor completed maintaining 0-11 oil mat. Project is completed, Semi-Final data will be submitted to Region office approx. September 30, 1980.

FINAL REPORT

SIGNED Walter Bartel LOCATION Klamath Falls

Walt Bartel, Ass't. Res. En gr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

1010 11-1-80 cabine 431

REFERRED TO
Beard Stoudenmayer
Cole Mann AEM
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Prepare ltr q response

Doherty Slide – Nevada State Line
Warner Highway
Lake and Harney Counties
Contract No. 9030
Grading and Oiling

NARRATIVE REPORT

Vorsteeg ✓
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
OCT 14 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Bids for grading and oiling the Doherty Slide – Nevada State Line project were received on September 27, 1979. The contract was awarded to R. A. Hatch Co. on October 1, 1979 in the amount of $1,544,568.00.

The preconstruction conference was held on January 16, 1980 at the resident engineer's office in Klamath Falls. Work on the project began on April 15, 1980.

Stukel Rock and Paving Inc., crusher subcontractor, moved their equipment onto the mandatory material source located at M.P. 56.6 of the Warner Highway. Production of the oiling aggregates began on May 13, 1980. Production of the 2"–0 aggregate for the cement treated base began on June 30, 1980, and completed on July 21, 1980. No substantial problems were encountered during the rock production phase of the contract.

The prime contractor, R.A. Hatch Co., began work on the project on July 28, 1980at which time the tempoary construction signs were installed, all required culvert extensions were installed, and placement of the embankment material began.

Embankment material was excavated and hauled from the designated borrow sources established under the contract. Embankment construction began at M.P. 65.28 (Nevada State Line), and progressed westerly along both sides of the highway to M.P. 56.62. Traffic was controlled by flagmen through the work areas. Construction of the embankment in place was completed on August 13, 1980. The borrow areas used consisted of dense volcanic gravels and obsidian. A D–8 dozer was required to rip the borrow areas and push the material into stockpiles. The borrow material generally ripped down to 2"–0 material, ideal for use.

On August 4, 1980 R. A. Hatch Co. began work on the cement treated base

(treated in place). A dozer was used to scarify the top five (5) inches of the existing surfacing, asphalt macadam. A tiller followed the dozer reducing the ripped surfacing to 2"-0 material. One pass with the tiller was generally adequate in reducing the existing surfacing to the required 2"-0 size designated for this project. A blade laid the material down behind the tiller creating a level, granular surface. Five (5) inches of 2"-0 crushed aggregate was spread over the granular surface, and graded to a uniform line and cross slope. One-way traffic was controlled through the work area with flagmen and a pilot car.

To rebuild the roadway to a uniform line, grade and cross slope, we set red tops at 100 foot intervals on centerline, 14 feet left and 14 feet right. Setting red tops ahead of the cement treating inabled us to hold grade and cross slopes behind the cement treatment operation with a minimal amount of waste trimming the CTB.

The cement treatment of the base began on August 7, 1980. A distributor spread the cement at an average rate of 57.8 lbs/ sq. yd. A tiller with a 7.5 foot bar was able to uniformly blend the 10" deep base material and cement on only one pass. Water was added to the CTB through a spray bar built into the tiller.

Previous reclaimation projects of this type resulted in a poor ride, irregular grade and cross slopes behind the cement treatment operation even though red tops were set in advance. Section 310 of the special provisions did not specify a finishing machine for the surface finish. The special provisions also established the surface tolerance not to vary by more than 0.04 foot at any one point when tested with a 10-foot straightedge. We feel that the specifications for plant mixed CTB and CTB treated in place should be identical regarding the finishing machine requirement and surface tolerance. A price agreement was negotiated to furnish a blade with automatic controls meeting the requirements of section 308.32(e) of the Standard Specifications for Highway Construction, 1974

specs ?

Edition, with the capability of establishing the surface finish requirements of section 308.39. The result was a smooth grade with a standard cross slope and super-elevations throughout the project. We consider this a substantial improvement at a minimal cost ($12,600), and recommend all future cement treated base in spec's place projects incorporate these specifications into the contract.

We provided two (2) men to set grades for the wire set on centerline as a reference control for the automatic control system on the grader. Two (2) Vibratory rollers were used to compact the CTB. Rolling continued until there was no appreciable reaction or yielding under the rollers. Additional water trucks were used to sprinkle the processed CTB until the seal coat was applied. This kept the CTB from drying out too fast under the hot summer sun and winds.

The contractor completed placing the 2"-0 crushed aggregate on August 16, and completed the CTB (In Place) on August 22, 1980. The chip seal was applied normally at the end of each day sealing the CTB processed that day. The chip seal was an 0-32 asphalt macadam. We eliminated the ¼-#10 application after the first day. The ¼-#10 seal had a tendency to be tacky. The ½-¼ seal was doing an excellent job of sealing the CTB, provided a smooth ride, and carried traf-ficover the emulsified asphalt, traffic was not picking this material up. We recommend that the ¼-#10 application of the 0-32 macadam be deleted on future projects especially today with the high cost of petroleum products.

The contractor began construction of the 0-11 asphalt penetration macadam on August 21, and completed the macadam on August 27. The aggregates were tight bladed to insure a uniform mat. The average spread rate for the emulsified asphalt was 1.07 gals./sq. yd. The establishment period ended on September 3.

R.A. Hatch Co. overran the contract calender day count by five (5) days. A Request for Increase in Number of Workdays to Complete Construction Contract was submitted on August 1, requesting seven (7) additional days based on the substantial increase in the embankment in place quantity. We evaluated his request on August 15, and approved the seven (7) day extension, with the recommendation

to Region 4 that it be granted. The time extension request was granted by Construction on September 8, 1980 for the actual excess number of days used to complete the project (5).

The original project authorization was $1,694,164.00. The final project cost was $1,668,528.20. This is an underrun of the original project authorization of $25,635.80 or 1.51%.

Walter Bartel

Walter Bartel,
Assistant Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Doherty Slide–Nevada State Line
Contract No.: 9030
Highway: Warner
Prefix: 119–1058
County: Lake and Harney
F.A. No.: SR–RS 170(3)

Item No.	Item	Unit	Original	Semifinal	±%
		SUMMARY			
	Bid Items	$	1,544,568.00	1,451,764.10	-6.01
	Anticipated Items	$	34,200.00	141,764.09	+314.51
	Cr. for Maintenance Rock	$	-81,950.00		
	Contingencies	$	71,044.56	0.00	-100.00
	Engineering	$	126,301.44	75,000.00	-40.62
	Total	$	1,694,164.00	1,668,528.20	-1.51

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. 8 Embankment in Place — Cu. Yd. — 12,118.0 — 20,780.2 — +71.48
The original embankment quantity was under estimated during the initial planning stages of this project.

B.I. 15 Asphalt in Seal — Ton — 515.00 — 365.87 — -28.96
The ¼–#10 spread was eliminated by the engineer because it was determined that the 0–32 macadam was sealing the CTB, and doing a better job of carrying traffic without the ¼–#10 second application.

B.I. 20 28' Cattle Guard — Each — 1 — 0 — -100.00
It was determined that the cattle guard at the end of the project belonged to the State of Nevada. It was deleted from the contract under P.A. #2.

P.A. 3 Emulsified Asphalt in Asphalt Macadam — Ton — 900.00 — 633.51 — -29.61
The spread rate for the emulsified asphalt was found to be 1.07 gal./S.Y. rather than the 1.45 spread rate anticipated in the price agreement.

1030

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NO. 10-35 & 10-55	FEDERAL-AID PROJECT AGREEMENT	County: Lake & Harney
		Project No.: SR-RS-170(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 140, Nevada State Line, NW 8.66 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-29-79	8.66
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,666,820.00	$ 1,469,301.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 10-10-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. SR-RS-170 (3)

Dougherty Slide - Nevada State Line Section
Warner Highway
Lake and Harney County

Project agreement estimate.

Type Code 6204
Roadway (M.P. 56.62 M.P. 65.28)

Furnishing Field Laboratory	1 Each		$ 3,000.00
Mobilization	All Required		120,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	446 Sq.Ft.	6.00	2,676.00
Temporary Barricades	2 Each	80.00	160.00
Flagmen	1,100 Hour	30.00	33,000.00
Pilot Car	300 Hour	30.00	9,000.00
Embankment in Place	12,118 Cu.Yd.	4.50	54,531.00
Watering	700 M-Gal.	15.00	10,500.00
Cement Treated Base	142,350 Sq.Yd.	1.00	142,350.00
Cement for Treated Base	4,170 Ton	100.00	417,000.00
Aggregate for Treated Base	40,680 Ton	8.00	325,440.00
Aggregats in Asphalt Macadam	9,965 Cu.Yd.	13.00	129,545.00
AR-2000 Asphalt in Asphalt Macadam	600 Ton	160.00	96,000.00
Asphalt in Seal Coat	515 Ton	160.00	82,400.00
Extra for Asphalt Macadam Approaches	2 Each	500.00	1,000.00
15-inch Culvert Pipe	14 Lin.Ft.	24.00	336.00
18-inch Culvert Pipe	20 Lin.Ft.	28.00	560.00
24-inch Culvert Pipe	12 Lin.Ft.	35.00	420.00
28' Cattle Guard	1 Each	7,500.00	7,500.00
		Total	$1,447,418.00

Anticipated Items

Permanent Signing	All Required	$ 800.00
Permanent Pavement Striping	All Required	4,000.00
Temporary Pavement Striping	All Required	2,100.00
Asphalt Cement Adjustment	All Required	25,000.00
On the Job Trainees (1 at $800)	All Required	800.00
State Removal and Reinstal Delineators	All Required	1,500.00
		$ 34,200.00
	Subtotal	$1,481,618.00
	Engineering	185,202.00
	Total	$1,666,820.00

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. SR-RS-170 (3)

Length of Roadway - - - - - - - 8.66 mi.
Cost of Roadway Per Mile $192,473.44

Federal Funds (88.15%) (SR)	$ 840,187
Federal Funds (88.15%) (RS)	629,114
State Funds	197,519
Total Cost	$1,666,820

Group 1 96% RS, Group 2-0% SR Group 9 4%
Contract No. 9030.
Prefix 113-1997
Prefix 119-1922
Prefix 119-1058

Oregon State Highway Division
Salem, Oregon, October 2, 1979

Federal Aid Project
No. SR-RS-170 (3)

Doherty Slide - Nevada State Line Section
Non-participating work

3/4"-1/2" Material in Stockpile	5,000 Cu. Yds.	8.00	$40,000.00
1/2"-1/4" Material in Stockpile	3,000 Cu. Yds.	8.00	24,000.00
1/4"-#10 Material in Stockpile	3,900 Cu. Yds.	8.50	33,150.00

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SP-RS-170(3)

STATE PROJECT NO.
See below

COUNTY NAME
Harney & Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90275

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-17-79	8-29-79	Secondary 170	Secondary 431

RECEIVED
STATE HWY ENGR.
SEP 25 '79
REFER TO
Mechanical
FOR
Info | Init | Ack | O/R | Sign | Act | File

GENERAL LOCATION:
Doherty Slide - Nevada State Line

9.28 orig 6

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
I accept the certification of Mr. Rod Henry dated 8-21-79 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-29-79	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9030

431N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/22/79
Donald L. Rout

All Clear Deadline 9-20-79 Bid Letting _____

SECTION Doherty Slide-Harney CL-Lake CL-Nevada ST.Ln
Highway Warner
County Lake & Harney Region 4
Type of Work Oil Mat Funds FAS (RRR)-
State __ Consultant __ Plans Avail. __ Yes __ No Comb

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter		X			X	Non-major EHPM 7-7-2 par 10e
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Have permit - will reactivate if site used
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

9030

43 IN

DIRECTORS
ROBERT LIST, GOVERNOR, CHAIRMAN
RICHARD H. BRYAN, ATTORNEY GENERAL
WILSON McGOWAN, STATE CONTROLLER

STATE OF NEVADA
DEPARTMENT OF HIGHWAYS

CARSON CITY, NEVADA 89712
August 14, 1979

JOSEPH A. SOUZA
STATE HIGHWAY ENGINEER

IN REPLY REFER TO
Permission to place Construction Signs on State Route 140 at the State Line

Oregon Department of Transportation
Transportation Building
Salem, Oregon, 97310

Atten: E. S. Hunter Asst. State Hwy Engineer

Dear Mr. Hunter:

Your letter of July 27, 1979 requested permission to place construction signs in our State of Nevada for your upcoming 9 mile project on State Route 140 at the [redacted]. After discussing the matter with our District Engineer, Jim Cress in our Winnemucca office, we feel the clause in your special provisions holding the State of Nevada harmless in case of accident is satisfactory and permission is hereby granted for you to proceed with placement of the advance signs as described.

Mr. Cress indicated he presently has a contract underway on our side of the State Line but expects it will be wrapped up before your contractor moves in. We understand you plan to open bids September 20th for your project.

Should you wish to contact our Department again concerning this matter please write or call

Mr. James Cress, District Engineer
Nevada Department of Transportation
P.O. Box 326
Winnemucca, Nevada 89445
(702) 623-2536

Very truly yours,

Russell "Bud" Hill

Russell "Bud" Hill
Chief Traffic Engineer

RBH:sk
cc: Jim Cress, District Engineer

Vanucci ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Walmsley

RECEIVED
AUG 22 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to
Action

cc Bob Allen
8-21-79

RECEIVED
TECHNICAL SERVICES
AUG 20 '79
REFER TO Turnbuy
FROM

Info	Issue	R/D	O/C	Stds	Act	File

O-202

Vic Atiyeh

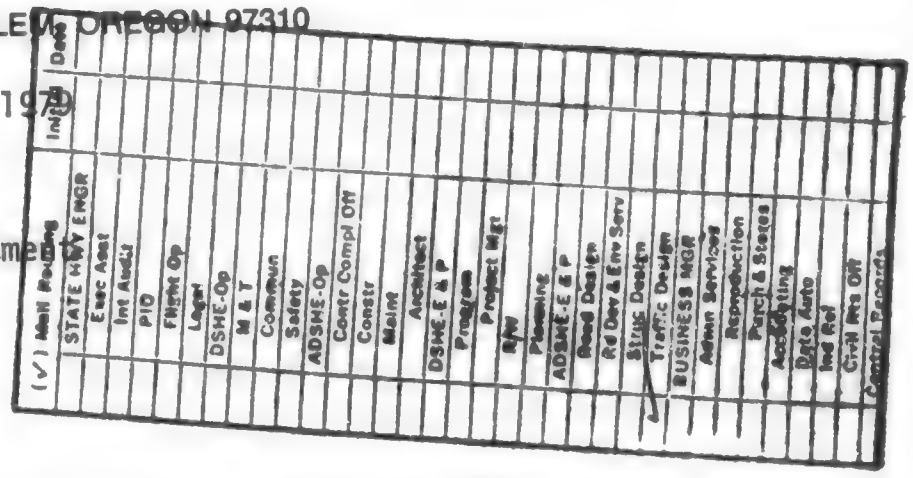
Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1978

Mr. Russell C. Hill
Chief Traffic Engineer
Nevada State Highway Department
1263 Stewart Street
Carson City, Nevada



Dear Mr. Hill:

SR-140

We are presently preparing plans for a nine-mile project entitled "Doherty Slide-Nevada State Line Section" on the Warner Highway. The project will involve cement-treating the subgrade a nominal depth of ten inches and surfacing with an asphalt macadam penetration.

It will be necessary to install advance construction warning signs within the State of Nevada. Enclosed for your review is a copy of the rough draft "Temporary Protection and Direction of Traffic" special provisions of the specifications that will be a part of the contract. The "ROAD CONSTRUCTION NEXT 9 MILES" and "END CONSTRUCTION" signs would remain in place throughout the life of the project, while those signs and traffic cones used for a lane closure would be installed in Nevada only as long as work in the vicinity of the State's borders required them.

Also enclosed is Subsection 107.21 "Responsibility for Damage Claims" from our Standard Specifications for Highway Construction. We will extend the "hold harmless clause" by adding the following to the Special Provisions for the subject project:

The following is hereby added to the Special Provisions:

"Subsection 107.21 -- Responsibility for Damage Claims. In connection with the work to be performed in the State of Nevada under this contract, it shall be understood that the indemnification and save harmless requirements of Subsection 107.21 of the Standard Specifications extends to the State of Nevada, the Nevada State Highway Commission, the Nevada State Highway Engineer and officers and employees of the State of Nevada...."

(503) 378-6537
Bud George

We request authority to install construction signs within the State of Nevada for this project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

(503) 378-6888

advertise next week 8/23
Sept 20, Bidopening

oct.

or otherwise restoring as may be directed, or he shall make good such damage or injury in an acceptable manner.

Land irrigation and drainage facilities and growing crops shall be protected from damage. The contractor shall perform his operations at such times and in such manner as not to interfere with the owner's use thereof and rights thereto. The contractor shall anticipate the conditions which may arise or obtain due to such facilities and crops as they may affect the performance of his work and shall have taken into consideration, in his bid, any delays, inconveniences and damages which may occur.

In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.

These provisions shall apply to the repairing, rebuilding or replacing of pipes, conduits, sewers, water and gas lines, and to other underground structures, to overhead structures, to land monuments and property marks; to mail and newspaper boxes, to irrigation facilities, to crops and to all other real or personal, private and public property whether shown on the plans or not. It shall be the contractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.

107.20 Forest Protection - In carrying out work within or adjacent to State or National Forests, the contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.

The contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the location and extent of any fire seen by them.

107.21 Responsibility for Damage Claims - The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or

property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

107.22 Contractor's Responsibility for Utility Property and Services - At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage service is interrupted, repair work shall be continuous until the service is restored. No work shall be undertaken around fire

DOHERTY SLIDE – HARNEY COUNTY LINE
LAKE COUNTY LINE – NEVADA STATE LINE
WARNER HIGHWAY

SECTION 111 - TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Temporary protective and directional measures shall be performed in conformance with Section 111 of the Standard Specifications supplemented and/or modified as follows:

~~Temporary protective and directional measures necessary for~~ this project will be furnished, installed, maintained and ~~removed~~ by the city of .

111.01 Scope - Installation of temporary striping and removal of existing and temporary striping, as called for on the plans or required by written order of the engineer, shall be done as extra work.

~~Wherever in this Section of the Standard Specifications the term "Guide Posts" is used it shall be understood to refer to "Delineators", the design of which is shown on Drawing No. S-708.~~

111.02 General Requirements – The contractor shall install approximately 700 feet in advance of each end of the project, facing incoming traffic, one 66"x36" "ROAD CONSTRUCTION NEXT 9 MILES" sign w/ three lines of 7"-C legends. Also required approximately 200 feet after each end of the project, facing out-going traffic, shall be one "END CONSTRUCTION" (G20-2-24) sign.

On thru roads intersecting an active work area, the contractor shall install a "ROAD CONSTRUCTION AHEAD" (W20-1-36) sign at each location approximately 200 feet in advance of its intersection with the Warner Highway, and face incoming traffic. These signs shall move with the individual work areas, and be placed at the discretion of the engineer.

At work areas involving one-lane closure with one-

way traffic, the contractor shall install one "ROAD CONSTRUCTION AHEAD" (W20-1-36) sign, one "CONSTRUCTION SPEED 35" (OW23-1-36) sign, one "BE PREPARED TO STOP" ~~(OW23-~~ (OW23-2-36) sign, and one "FLAGMAN AHEAD" (W20-7-36) sign, facing incoming traffic, in each direction of travel. The signs shall be placed in this sequence approximately 300 feet apart with the (W20-7-36) signs about 300 feet from the flagman's location.

Lane closure shall be accomplished by placing 26" traffic cones on 50 foot maximum spacings with a 20:1 taper. The taper shall begin at the outside edge of the shoulder adjacent to the lane being closed about 100 feet from the flagman's location, and end at the beginning of the work areas. The contractor shall delineate the work areas with 26" traffic cones placed on 100 foot maximum spacings. At the end of each work area, the contractor shall install one "LOOSE GRAVEL" (W8-7-30) sign on the right side of the highway, facing incoming traffic.

At work areas on or off the shoulders, the contractor shall maintain two-way traffic. He shall install one "ROAD CONSTRUCTION AHEAD" (W20-1-36) sign and one "MEN WORKING" (W21-1-30) sign, facing incoming traffic, in each direction of travel. The signs shall be spaced approximately 300 feet apart with the (W21-1-30) signs about 200 feet from the work areas.

The contractor shall install one "END WORK AREA" (G6 20-4-24) sign approximately 200 feet beyond the work areas, facing out-going traffic.

The contractor shall be required to place one "TRUCKS" (OW15-4-30) sign approximately 250 feet from each side of the haul road leading to the material source at M.P. 56.6 on the Warner Highway, facing incoming traffic. These signs shall be used only when the trucks are operating.

All signs installed with the individual work areas shall move with the work areas. Signs shall be removed when construction is not in progress.

~~111.03 Minimum Requirements for Labor and Equipment~~
Delete the first twelve words of the second sentence in this subsection of the Standard Specifications and substitute the following:

"Each flagman on duty, except uniformed law enforcement officers, shall wear an orange or yellow colored hard hat and an orange colored or fluorescent red-orange or fluorescent yellow-orange colored vest....."

During excavating and paving work at the ends of the bridges, as indicated on the plans, when men and equipment are working adjacent to the narrow one-lane traffic the contractor shall have flagmen equipped with two-way radios both at the area of conflict and at a location far enough in advance of the area to warn the construction crew of oncoming large or wide vehicles. No separate or additional payment will be made for furnishing of the radios as payment therefor will be considered incidental to and included in payment made for the item "Temporary Protection and Direction of Traffic".

111.03 Minimum Requirements for Labor and Equipment - Delete the first twelve words of the second sentence in this subsection of the Standard Specifications and substitute the following:

"Each flagman on duty, except uniformed law enforcement officers, shall wear an orange or yellow colored hard hat and an orange colored or fluorescent red-orange or fluorescent yellow-orange colored vest....."

When work on the project requires closure of a travel lane resulting in one-way traffic, the contractor shall have flagmen equipped with two-way radios. No separate or additional payment will be made for furnishing and maintaining the radios as payment therefor will be considered incidental to and included in payment made for the item "Temporary Protection and Direction of Traffic".

111.11(a) Signs - Signs delivered to the project shall be either new or in like new condition. The use of double-face signs will not be permitted.

Contrary to subsection 761.12(a) of the Standard Specifications all temporary plywood signs shall be constructed from either 3/4-inch high-density overlay plywood or 3/4-inch medium-density overlay plywood as the contractor may elect.

High-density overlay shall conform to subsection 761.12(b) of the Standard Specifications.

Medium-density overlay shall be smooth resin-fiber surface of beater-loaded CreZon with phenolic formaldehyde resin content of not less than 17% by weight. Each CreZon sheet shall weigh not less than 58 pounds per 1,000 square feet of single face. After application, the thickness of the material shall not be less than 0.012 inch. Panels shall be primed on one side with medium O.L. Alkyd primer (buff).

111.11(j) Cones - Traffic cones up to 30 inches in height shall have a post diameter of approximately 3 inches and an octagonal or round shaped base weighing a minimum of 11 pounds. Tubular cones 30 inches or more in height shall have a post diameter of approximately 4 inches and either a rectangular or octagonal shaped base weighing a minimum of 11 pounds. All tubular cones shall have two flexible 4-inch wide 360° yellow reflective bands mounted around the top one foot of the post.

The flexible yellow reflective bands shall have a weather resistant exterior surface with retro-reflective elements behind this surface resulting in a flexible prismatic optical system. The sheeting (bands) shall have either a plain protective backing or a precoated adhesive backing protected by a removable liner.

The color shall be visually matched and be within the color tolerance shown on the Highway Yellow Tolerance Chart. Color under retro-reflective illumination shall not be significantly different than under normal illumination.

The yellow reflective bands shall have minimum reflective intensity values (expressed as candlepower per foot candle per square foot) as follows:

Incidence Angle	Divergence Angle	Intensity Value
- 4	0.2	170
+30	0.2	30
- 4	0.5	62
+30	0.5	20
- 4	2.0	6
+30	2.0	2

The reflective intensity under wet performance conditions shall be not less than 90% of those shown above when measured at a -4° incidence angle and 0.2 divergence angle.

~~111.11(k) Plastic safety markers - Delete this subsection~~ of the Standard Specifications and substitute the following:

111.11(k) Plastic safety markers - Plastic safety markers shall be at least 36 inches high, have a minimum diameter of 24 inches at the base and have either four integral feet or a flattened side which will provide stability and prevent rolling when hit. The safety markers shall be made of tough, durable polyethylene and may be of either one or two piece construction. It shall have either (1) as an integral part a bin that extends downward approximately 24 inches within the unit that is capable of holding a sufficient quantity of sand at the average center of gravity of passenger cars, or (2) a dish or bowl-shaped base capable of holding sufficient sand to prevent the markers from turning over or moving out of position due to wind or turbulence caused by passing vehicles. The safety markers shall be orange in color with at least two 4-inch (minimum) wide white reflective stripes horizontally around the markers. Plastic safety markers shall be similar to the Fitch Safety Marker manufactured by FIBCO Co. or the Channelizer manufactured by Royal Industries.

111.11(l) Amber flashers - The minimum 12-volt power source for amber flashers shall be rechargeable. The flasher mechanism shall be a heavy duty solid state automotive type flasher.

111.11(l) Amber flashers - Power service for the amber flashers shall be 110-120 volt. The flasher mechanism shall conform to the applicable requirements of subsections 661.45(a-8) and 661.46(h-15) of the Standard Specifications.

111.11(l) Amber flashers - Power service for amber flashers that are to remain at one location throughout the life of the project shall be 110-120 volt. The 110-120 volt flasher mechanism shall conform to the applicable requirements of subsection 661.45(a-8) and 661.46(h-15) of the Standard Specifications.

Power service for amber flashers that move with the work area may have a minimum 12 volt rechargeable power service. The 12 volt flasher mechanism shall be a heavy duty solid state automotive type flasher.

111.11(m) Delineators - Reflectorized delineators (W-1) shall be new or salvaged materials conforming to the requirements ~~of subsection 623.11.~~